ANCELLATION OF RESERVE.

TICE is hereby given that the reser
established covering the spit of
at the northwest end of Salles Isl
as been cancelled.
NEIL F. MACKAY,
y Commissioner of Lands & Works.
ds and Works Department, Victoria,
May 9, 1906. my17

TICE is hereby given that, 30 days
date, I intend to apply to the Hon.
Commissioner of Lands and Works
special license to cut and carry tim-
om the following described lands:
mencing at a post planted at the
corner of Lot 969, situated on Nel-
island, New Westminster District,
North 40 chains, West 80 chains,
120 chains, East 40 chains, North
ains, East 40 chains to point of com-
ment.
9, 1906.
M. GREEN.
JOHN WEST.

TICE is hereby given that, 30 days
date, we intend to apply to the Hon.
Commissioner of Lands and Works
special license to cut and carry
timber from the following described
situated on east side of Skeena
Coast District: Commencing at stake
about one mile north of Legate
on bank of river, thence east 40
thence south 40 chains, thence east
ains, thence south 40 chains, thence
80 chains, thence north along bank
er to place of commencement.
CHAS. E. CARPENTER.
D. E. MOORE.
ch 14, 1906. ap26

TICE IS HEREBY GIVEN that, sixty
after date, The Canadian Industrial
any, Limited, intends to apply to the
Commissioner of Lands and Works
lease of the following described fore-
mencing at a post at the Northwest
of Lot 450, New Westminster Dis-
thence Southeasterly along high
mark to the Southwest corner post
d lot, and extending Westward to
water at right angles to a line drawn
en said posts.
ADIAN INDUSTRIAL CO., LTD.
l 19, 1906. ap20

NOTICE.

TICE is hereby given that, sixty days
date, I intend to apply to the Hon-
the Chief Commissioner of Lands
Works for permission to purchase the
ing described land, situated south
Simpson Indian Reserve: Com-
g at a post planted on the east
f Salt Lake, No. 1, east of Kalen
Range 5, Coast District, thence
ighty chains, thence south eighty
thence west to the shore line of
Lake No. 1, thence following said
line to the place of beginning, and
ning about 320 acres.
FRANK W. SHILLESTAD,
Locator.
J. F. Ritchie, Agent.
20, 1906. my16

NOTICE.

E NOTICE that, 30 days after date,
end to apply to the Chief Commis-
of Lands and Works for special
s to the following Timber Claims,
on the headwaters of the Kolish
Beaver Cove:
IM NO. 5. Starting from a post
Chambers, Smith & Lansdowne)
east Corner of Claim No. 5, and
on the East shore of "Bonanza"
about 1½ miles from Southeast cor-
Claim No. 4, thence W. 40 chains,
N. 20 chains, thence W. 120 chains,
N. 80 chains, more or less, to in-
the S. boundary of Claim No. 4,
E. along line of shoreline of Lake,
following shoreline back to point
mmencement.
IM NO. 6. Starting from a post
Chambers, Smith & Lansdowne's)
Corner of Claim No. 6, and planted
two miles South of S. E. corner of
No. 5, thence running W. 40 chains,
chains, W. 40 chains, N. 40 chains,
chains, N. 40 chains, W. 20 chains,
chains, more or less, to intersect S.
ary of Claim No. 5, thence follow-
o Lake shore, thence following
hore to point of commencement.
IM NO. 7. Starting from a post
Chambers, Smith & Lansdowne S.
rner of Claim No. 7, planted about
from the head of the Lake on
st shore, thence running East 60
thence North 80 chains, thence
120 chains, more or less, to Lake
hence following Lake shore back
nt of commencement.
IM NO. 8. Starting from a post
Chambers, Smith & Lansdowne
Corner of Claim No. 8, planted on
ore of Lake, thence running E. 80
thence S. 40 chains, thence E. 40
thence S. 80 chains, more or less,
rsect North boundary of Claim No.
nce following line to Lake shore,
following shoreline back to point
mencement.
IM NO. 9. Starting from a post
Chambers, Smith & Lansdowne's
Corner of Claim No. 9, and planted
½ mile N. of N. W. corner of Claim
on Lake shore, thence running N.
ains, thence E. 80 chains, thence S.
ains to Lake shore, thence following
shore back to point of commence-
IM NO. 10. Starting from a post
Chambers, Smith & Lansdowne's
Corner of Claim No. 10, planted on
re of Lake, at the S. W. corner of
No. 9, thence running N. 80 chains,
W. 40 chains, thence N. 40 chains,
W. 80 chains, more or less, to
shore, thence following Lake shore
o place of commencement.
IM NO. 11. Starting from the S. E.
of Claim No. 2, thence running 40
N., thence 40 chains E., thence
ins S., thence 20 chains E., thence
ins S. to intersect N. boundary of
No. 10, thence following line to Lake
thence following Lake shore back to
of commencement.
Bay, B. C., April 23, 1906.
R. CHAMBERS.
EUSTACE SMITH.
LAURIE LANSDOWNE.

KOREA REBUKED.

don, May 22.—The correspondent
kio of the Daily Telegraph states
consequent on a petty dispute over
eception of Jacob Schief, the
can banker, the Japanese govern-
has issued an unfortunate regula-
forbidding the Korean imperial
hold to entertain foreign guests
ut first consulting the Japanese
nt general.

WO MOTORISTS KILLED.

tbury, May 22.—While running
ate of forty miles an hour, a big
g automobile belonging to P. F.
r dashed into an eastbound ex-
train at the depot crossing here
t. The two occupants of the
ne, George Gabriel, the chauffeur,
Frederick Whitehead, a valet in
Whitehead family, were instantly
and the machine was wrecked.
en were on their way to Meadow-
Club.

DUCHESS OF BEDFORD STARTS FOR ARCTIC

Anglo-American Arctic Exploration Expedition Leaves Port for North.

RIVAL ALSO SEEKS NEW LAND

Schooner Puts Into Esquimalt to Wait for Wind and Will Sail Today.

(From Tuesday's Daily.)

The schooner Duchess of Bedford, carrying the Anglo-Saxon Arctic Expedition, headed by Capt. Ejnar Mikkelsen of Copenhagen, and Ernest De K. Leffingwell, of Chicago, was towed from Porter's wharf at 5 p.m. on Sunday by the tug Coutli and sailed to Esquimalt, where the schooner put in to repair a jumper stay which was broken by contact with a wharf on leaving, and to ship a cook. The schooner will sail from Esquimalt on her long voyage this morning. A large crowd gathered to witness the departure, which had been arranged for 3 p.m. Porter's wharf and adjoining wharves were lined with spectators at that time, the majority waiting until the start was made. The steamer Tasmanian was to have taken the vessel out, but she was delayed on a trip to Sooke, and Capt. Mikkelsen sought to arrange with the captain of a little tug to tow the vessel to the outer wharf. The master of this vessel, however, asked too high a price, seeking $25 for the short tow. Later the tug Coutli came and arranged to tow out the schooner to the outer dock, where the canvas was hoisted and the vessel sailed to Esquimalt. The start from the inner wharf was made so that arrangements could be completed for the voyage.

The Duchess of Bedford was trim and new-painted, and when she was towed out of the harbor behind the Coutli with the Canadian ensign at her main and the United States flag forward, she presented a pretty sight. The schooner has been outfitted for two and a half years, and is well provided with scientific instruments and the necessary articles for the voyage, the object of which is to conduct scientific work of various nature in Arctic waters and to seek a stretch of undiscovered land believed to exist in the Beaufort sea to the northwest of the Alaskan and Canadian Yukon coasts.

The belief in the existence of this stretch of land has fired various explorers with the hope of discovering it, and Mr. W. Harrison, a British explorer, is already seeking it. Mr. Harrison, whose objective in the Arctic is the same as that of the expedition which is just starting on board the schooner Duchess of Bedford, is already at the mouth of the Mackenzie river, where, at last advices, he was engaging Eskimo packers with a view of making a

Journey Into the Unknown

to the northwest to make soundings seeking to discover the existence of land. Mr. Harrison had intended to carry on some scientific work on the coast of Baffin land, and with this object in view, had secured supplies which he loaded on board a whaling vessel at Peterhead. Unfortunately the whaling vessel struck a wharf and foundered in the harbor at Peterhead, and, after discussion with Sir Clement Markham, of the Royal Geographical society, Mr. Harrison became imbued with the desire to be first to essay the discovery of the stretch of land in the Arctic which Capt. Mikkelsen and his associates are going to seek. With this end in view he came to Canada last year and went from Winnipeg to the north, making the trip down the Mackenzie river to its mouth, where he was to outfit for his trip over the ice.

The Duches of Bedford has on board, though, the first complete expedition to start north with the object of discovering the land believed to exist in the unknown sea to the far north. In all there were ten men, all young and athletic-looking, on board the schooner. Capt. Ejnar Mikkelsen and Mr. Ernest De K. Leffingwell were at the head of the expedition, and the others of the party are: Ejtnar Ditlevsen, artist and zoologist, Dr. George Howe, physician and zoologist, Edward Edwards, who was third mate of the bark Bermuda recently at Victoria, and who is mate of the schooner and will take charge when Capt. Mikkelsen leaves the vessel, Harold Parker, a former Conway cadet, who served on the training ship from 1900 to 1902, and who recently left the ship William Mitchell, at San Francisco, as second mate, O. Torsen, boatswain, who was with Capt. Mikkelsen and Mr. Leffingwell on the Baldwin-Ziegler Arctic expedition, Storgesen, a Dane who has been sealing from this port, and Belfort, the cook, and Mr. V. Stefannssen, ethnologist, who is now on the way to the Mackenzie, where he

Expects to Rendezvous

with the schooner on August 20.

From Victoria the Duchess of Bedford will sail to Kodiak, thence to Siberia to secure sixty dogs, and will then enter the Arctic through Bering strait, skirting the shore of Banks island, where a depot will be made from which various scientific expeditions will be made over the ice.

In the spring of 1907 Messrs. Mikkelsen and Leffingwell will leave to journey over the ice in a northwest direction, taking provisions for 140 days, already prepared in compact soldered cases, with two dog teams, the intention being to kill some dogs for food for the others as the supplies decrease. This trip will be taken to make soundings through ice cracks with the hope of locating the edge of the continental shelf and the stretch of land which, according to the theory of the explorers, lies to the northwest of Alaska in an expanse at present unknown. The explorers have their theory on the drift of the Jeannette and other vessels, the known flights of migratory birds, discoveries of Eskimo remains, and stories of natives who tell of land in the direction in which it is intended to explore.

After Mikkelsen and Leffingwell have started over the ice into the unknown in the spring of 1907, the Duchess of Bedford will return to Victoria, bringing the results of the preliminary scientific work.

It had been arranged that when the schooner returned to Victoria, Mr. N. Maclaren, of Glasgow, now in Victoria preparing for a scientific trip to Medames creek, in the Cassiar country, would outfit the schooner on arrival and return north to pick up Capt. Mikkelsen and Mr. Leffingwell, but this arrangement will probably not be carried out, and

The Original Scheme

will be adhered to. The two explorers, after journeying over the ice until their object has been attained or the decrease of their provisions make it necessary to do so, will make their way southward again toward the Alaskan coast, striking across the ice to the nearest land, hoping to be picked up by a whaling vessel or to reach Point Barrow or other trading point, where provisions can be obtained for a further journey to Cape Nome to secure transportation south.

Included in the provisions on board the schooner, part of which were secured from Mr. Simon Lesier, of this city, are several contributions from various manufacturers. The proprietors of Horlick's malted milk sent 800 pounds cured from Mr. Simon Leiser, of this in capsule form in 1 pound tins. Dr. Howe received a medical chest, well supplied, from Burroughs, Welcome, & Co., Mr. Leffingwell's brother sent a shipment of lemons from his farm in California, and Hibben & Co. gave a valuable collection of artist's materials for the use of Mr. Ditlevsen, the artist. The underwear, socks, mittens, etc., were secured from J. Piercy & Co. The vessel is well provided in every way, and is loaded to the full extent of her cargo space, having sledges, kayaks, specially prepared provisions in soldered tins, etc., in her hold and lashed on deck.

STRIKERS IN OHIO.

Pickets Persuade and Intimidate Imported Non-Union Men.

Stuebenville, O., May 21.—Out of forty non-union miners brought in to work in the mines of the United States Coal company today only eight reached the mines, the others being persuaded or frightened off by the strikers' pickets. It was stated tonight that an attempt to run the mines would be made tomorrow. A dozen strike breakers were taken from a train here today and won over to the union.

The mine union officials, in an attempt to maintain order in the camps, have forbidden liquor to be brought into camp. The strikers are unable to get any mail that may arrive for them because the post office is on the coal company's ground.

GRIEG MUSIC SUNG BY A NOTED SINGER

Olivia Dahl, Norway's Representative Songstress to Visit Victoria.

That "the whirligig of time brings many curious changes" is an axiom the truth of which Olivia Dahl, the representative Norwegian singer, is having abundant opportunity to prove to her own satisfaction—if indeed there be any satisfaction in it.

Miss Dahl left Christiania a little over a year ago for America, primarily to fill an important engagement as soloist at the big Cincinnati and Minneapolis festivals. Her farewell was a notable musical event in Scandinavia, to which the then reigning monarch, King Oscar, and his court lent their patronage and presence; she brought to this new land with her the good wishes and endorsement of such representative compatriots as Bjornson and Edvard Grieg, the "tone poet of the North," than whom there is today perhaps none greater as a composer of the best in music.

After filling her festival engagements with marked success, Miss Dahl embarked on an American concert tour, which also was singularly successful until San Francisco was reached. Two concerts had been given in the California metropolis, with others to follow, when the earthquake and fire brought ruin to the city and to the songstress' plans. Her large and varied stock of printing, posters, photographs, etc., was lost, together with much valuable personal property; and after trying experiences during the week subsequent to the great disaster—when she for the first time learned the terrors of hunger and thirst—she was glad to obtain passage north and escape the ever-in-evidence misery of the stricken city.

Now in Victoria she and her companion artiste, Miss Gina Smith, a brilliant pianiste, are endeavoring to pick up the broken strands of professional arrangements, and to forget the terrors though which they have so recently passed.

It is fortunate that these ladies possess the happy temperament which enables them to accept their ill fortunes philosophically. They are witnesses, too, that the same heroic aptitude for accepting harsh fate with grace, is displayed by the majority of those in stricken San Francisco. The disposition to smile in the face of calamity is everywhere to be noticed.

Many and intensely interesting are the incidents these two ladies relate in connection with the week of tremblor and fire; one with a humorous touch is in connection with the heterogeneous muster in the streets immediately after the shock. Night raiment was most of all in evidence; blue, pink, and white the standard colors upon parade. In front of the Hotel St. Dunstan one tall and dignified gentleman, evidently a traveler from distant England, was standing, a short overcoat accentuating rather than concealing blue pyjamas, terminating in well-worn chamber slippers. At the other extremity was perched a jaunty opera hat, and the costume was made complete in its eccentricity by the bundle that was carefully held in one hand—the familiar group of golf sticks, umbrellas and bag, encased in a typically British traveling rug.

The gentleman was waiting for some one, and when she appeared—evidently his wife—in a gown of dainty silkiness, her feet shod in storm rubbers, her hair loose and flowing, and with a blanket carefully pinned around her shoulders—the while she drew on a pair of long opera gloves, the Englishman's ideas as to the eternal fitness of things awakened.

"Surely you are not coming in that costume!" he asked in amaze.

"In all the horror of that hour," says Miss Dahl, "I couldn't suppress a smile. Oh! if his wife had only had a mirror to present to him!"

Miss Dahl is to open her new American tour with a concert at Institute hall here on Tuesday evening next, when she will be heard in some of her greatest successes. She is a young woman magnificently endowed by nature both as to voice and presence, and it is said that the splendid music of Grieg has no greater living exponent than this, the composer's countrywoman. Grieg himself has thus accredited her to the American people:

"It gives me great pleasure to introduce my compatriot, Miss Olivia Dahl, to the American public. She is a most capable singer and possesses a beautiful, sympathetic voice. She moves with surpassing ease in the domain of song literature, interpreting with equal intelligence the varied sentiments of the art song and of the popular ballad.

"I feel confident that Miss Dahl, with her attractive personality, will win the sympathy and appreciation of music-loving circles in the far West.

"EDVARD GRIEG."

NO DECISION RE NORTH WARD PARK

Committee Presents Report of Various Sites That Are Available.

FINLAYSON ESTATE OFFER FAVORED

Figure Asked Considered Exhorbitant and Matter Again Laid Over.

(From Tuesday's Daily)

The site for a park for North Ward was the principal topic of discussion before the meeting of the city council last evening, and after considering the question at length, it was referred to the park committee.

The first business before the meeting was a communication from Hon. Wm. Templeman, acknowledging the receipt of the resolution regarding the transportation committee. Received and filed.

J. E. Smart, secretary of the Victoria Day celebration committee, requested that the civic grant of $1,000 be handed to the treasurer of the committee. It was pointed out that the grant was $750.

The communication was received and the amount appropriated will be handed to the treasurer.

R. A. Taunton asked permission to tender for crematory. Referred to the city engineer and sanitary inspector.

F. H. Eaton, secretary of the board of school trustees, acknowledged the receipt of the communication from the council asking that the trustees should not press for a settlement of the

Victoria West School

till the Songhees Reserve question was settled.

In this connection Ald. Fell suggested that it might be possible to secure a site for a school on the reserve before the reserve question was finally settled. Received and filed.

The Stuart Robertson Co., Ltd., acknowledged receipt of notification to show cause why an old building should not be removed.

Received and filed and the necessary steps will be taken to have the shack removed.

Swinerton & Oddy, agents for the steamer Sadie, called attention to the fact that a scow belonging to them had been damaged owing to the negligence of the employees of the city, and stated that a bill for damages will be submitted in the near future. The scow ran on an old pile left at the Rock Bay bridge.

Ald. Fell was of the opinion that the contractor was the person responsible and moved that the communication be referred to the solicitor and engineer. Carried.

Jas. Henley and fifteen others requested that an electric light be placed at the corner of Lovers' Lane and Snowden street. Referred to the electric light committee for report.

City Clerk Dowler reported having received communications from The Stuart Robertson Company, E. E. Wootton, F. Sears and J. H. Wescott, all of which had been referred to the streets, sewers and bridges committee.

Sewer Connections

The plumbing inspector presented a list of property holders whom he had notified to connect with the sewer, and requested instructions how to act with each. Several of those notified asked for an extension of time and it was decided to have a report from the legal advisers of the city, regarding the right of the city to make the connections and charge the cost to the property.

The city assessor reported that he had received the following offers of sites for a park in North Ward. From the B. C. Land and Investment Agency—section 30, between King's road and Hillside avenue, containing 5 acres; all cleared, with exception of 4 or 5 oak trees. 2nd southeast corner of Cook and King's road—7 acres; 1½ acres rocky. Price, $6,000.

Finlayson estate—blocks, 2 and 7, bounded by Queens avenue, Pembroke and Quadra streets; containing 44 lots or 6.96 acres. Price, $21,000, cash.

The assessor also presented the following report:

North Ward Park

Gentlemen—In response to your communication of the 15th, re proposed purchase of land for recreation purposes in the northern part of the city, and desiring me to recommend which property was most suitable for the purpose named, I would respectfully report that I have examined the various pieces which the park committee have had under consideration, and beg to state as follows, viz.:

Block 36, Hillside farm, on the southeast corner of Cook street and Kings road: While this is a fine piece of land, it has, in my opinion, too much slope for the purpose intended, and also is too far north and east from the centre of population. The price asked is $6,000, which is reasonable.

Block 30, Hillside farm, lies between Hillside avenue and Kings road. This lot has also too great a slope on the southern part for the purpose. It is good land, but, in my opinion, is not large enough for playing baseball or lacrosse. It contains seven large oak trees, which make good shade. The price asked is $5,000. (See letter attached.)

Blocks 2 and 7, of the Finlayson estate, I consider to be ideal property for the purpose, provided the roadway running between them were closed. The land has a slight raise of ground on the Pembroke street side, but it does not extend very far. There is also a small piece of rock near the Quadra street end. With this exception and four stumps and eleven oak trees, it is a clear field, with a very slight grade towards the north. The trees on this property are so situated that they will not interfere with the playing of games, but would be very useful for shade purposes. The property lies between Quadra, Queens, Vancouver and Pembroke streets, and is therefore centrally situated between the schools and convenient to the more thickly populated part of the city. If it is decided to acquire this property, the Finlayson estate executors should apply to the court to have that portion of Princess avenue closed, otherwise the property would lose its usefulness for the purpose intended, in which case I could not recommend its purchase. I think that portion of the street should be closed before completion of purchase, otherwise there might afterwards be considerable trouble.

If the conditions mentioned are carried out, I would recommend the purchase of blocks 2 and 7 of the Finlayson estate for the reasons stated.

The size of the property within the boundary named, according to map 62, with the portion of Princess street proposed to be closed, is 546 feet by 632 feet, or 7.79-100 acres. The price asked for this property is much greater than the others, but I consider it to be a very fair offer. (See owner's letter attached, asking $21,000.)

WM. W. NORTHCOTT,
Assessor.

A Lengthy Discussion

This report raised considerable discussion. The majority of the aldermen were of the opinion that the price asked by the Finlayson estate was out of the question. The amount expected from the sale of the James Bay property will be in the neighborhood of $17,600. Ald. Vincent remarked that all of that amount could not be spent. Ald. Fullerton said that the Finlayson property was the best as it would be impossible to play baseball or lacrosse on the other lots.

Ald. Vincent stated that it was not the intention to have a place to play games, but for park purposes.

Ald. Douglas was of the opinion that nothing could be done till the property in James Bay was sold.

Ald. Davey moved that the report be received and that steps be taken to secure an option on the property recommended by the assessor. He was of the opinion that it was an opportune time to secure the property. He considered the estimate for the James Bay property very low, but even at the estimate given it would only entail an expenditure of about $3,500, which, after purchasing the Gorge park, was not out of the way.

A majority of the aldermen were opposed to this course, the consensus of opinion being that the price asked for the Finlayson property was too high, and finally Ald. Hall moved that the communication be referred to the park committee, which was carried.

The finance committee presented accounts amounting to $9974, which were received and ordered paid.

The Licence Question

The special committee on liquor and trade licences reported that they had communicated with Vancouver, New Westminster, Calgary, Edmonton, Winnipeg, Brandon, Toronto, London, Hamilton, Ottawa, Seattle, Spokane, Tacoma, Portland, Los Angeles and San Diego, and as soon as replies are received would submit a report.

In reply to His Worship, Ald. Davey stated that the committee were waiting for answers from all cities. They desired to have a report from Vancouver, but to date this had not been received.

Ald. Vincent stated the reason was because the licences had been raised so high it had been found necessary to do some cutting and this cutting was in progress.

The report was received and the committee given more time.

In reply to His Worship, Ald. Goodacre stated that the special committee on the question of local improvements desired to know what report was wanted from them. They had held one meeting, but they were not aware what was desired.

His Worship stated that the question was the cost of the local improvements. The main business, however, was the plan of deviating from the present local improvement by-law.

His Worship Was Surprised

that the committee had taken so long to find out that they were not supplied with enough definite information.

Ald. Goodacre said it had not taken very long.

His Worship—Has the committee discussed the question at all?

Ald. Goodacre—We discussed it all one night before we arrived at that conclusion.

Ald. Vincent's motion regarding the improvement at the south end of the causeway was then read.

Ald. Hall desired to know if it was the intention of the city to pay for the removal of the poles.

Ald. Vincent said he thought the company should be asked to remove them. He was not sure that they would say "yes," but he was of the opinion that they might have enough public spirit to do it for the good of the city.

The motion was carried.

A motion by Ald. Vincent that tenders be called for the sale of the hay at the cemetery was also carried.

It was moved by Ald. Fell and seconded by Ald. Hall:

That Old Wharf

Whereas, upon an inquiry held by the municipal council of the corporation of the city of Victoria on Monday, the 14th day of May, 1906, upon the complaint of W. W. Northcott, building inspector for the said corporation, into the safety and condition of a certain wooden structure or wharf appurtenant to lot 4 in block 70, within the municipal limits of the city of Victoria, upon hearing the evidence in support of the said complaint and the solicitors for Mrs. Joan Dunsmuir, the mortgagee in possession and owner—the council found the said wooden structure a nuisance and dangerous to the public safety, and it is desirable that the same be forthwith pulled down:

Therefore be it resolved by the municipal council of the corporation of the city of Victoria that the said wooden structure appurtenant to lot 4 in block 70, within the municipal limits of the city of Victoria, and every part thereof is hereby declared to be a nuisance and dangerous to the public safety, and it is ordered that the same shall be pulled down and removed by the owners; and in case of default by the owners within five days after publication of this notice in the Colonist newspaper to comply with this order, the building inspector of the corporation is hereby directed to pull down or cause to be pulled down and removed, the same at the cost of the owner, and that the payment of such cost and all expenses incidental thereto shall be enforced against the owner unless paid on demand.

Concluding Business

Regarding the report from the fire wardens, Ald. Fell desired to have a test made in Victoria West. This was agreed to.

Ald. Fell desired to know if the fences being constructed on Fort street near Vancouver were on the proper street lines.

His Worship will ascertain from the engineer.

Ald. Douglas moved that the city assessor be instructed to call for tenders for the property in James Bay, Ald. Davey seconding the motion.

Ald. Fell thought it was a very poor way of getting good value for the land. He suggested that the matter be left in the hands of the mayor to arrange with several of the real estate dealers to see the property. Ald. Fell put his suggestion in the form of a motion, which was seconded by Ald. Hall.

The amendment by Ald. Fell was carried on a division of 5 to 4, Ald. Goodacre, Stuart, Fell, Hall and Vincent voting in the affirmative.

Ald. Vincent moved that in future the grades of all sidewalks be kept intact except in the business centre, where it is absolutely necessary.

The motion was carried.

Ald. Davey called the attention of the sewer committee to a dangerous drain on Queen's avenue, after which the meeting adjourned.

KILLED BY REVOLUTIONISTS.

Russian Peasant Couple Murdered and Son Wounded by Terrorists.

Libau, May 21.—In the district of Tadiakensk today a peasant couple were killed, their six-year-old son was wounded, and their house set on fire by a band of revolutionists. The crime was an act of vengeance because the peasants had led a Cosasck patrol.

COMMENCE GRAND TRUNK PACIFIC CONSTRUCTION

J. D. McArthur Starts Work on Grading East of City of Winnipeg.

The building of the Grand Trunk Pacific railway eastward has begun says the Winnipeg Free Press of May 17th. Mr. J. D. McArthur arrived in Winnipeg by the Canadian Pacific train, the Imperial Limited, at 10:30 last night and early this morning, in his office at the corner of Princess and Fonseca streets, he was receiving possible subcontractors, consulting with his engineers, scrutinizing plans, making arrangements for supplies and men and laying out the details of his plans for carrying out the greatest contract for railway construction ever entered into in the Dominion of Canada by any individual.

There was a steady stream of callers all evidently on business intent, from keen-faced engineers and well-groomed prosperous looking wholesale merchants to the men with the rough garb, weather-beaten and sinewy hands of the western railroad builder.

There was a restrained forcefulness in Mr. McArthur's manner as if he realized the immensity of the task he was entering upon in his brief answers, his quiet reference of individuals to one or other of his staff or the quiet, contained manner in which he touched upon each question or individual that succeeded each other in the multitude of work preliminary to starting the great national railway.

The Beginning

"The Kitchener of railroad builders," said a civil engineer, who had worked at his profession in the four corners of the world and knew whereof he spoke, as Mr. McArthur within the space of two minutes had explained a detail of a plan to one of his clerks and had given explicit instructions to an employment agent.

"Work will be started at once," said Mr. McArthur to the Free Press reporter, who was dove-tailed in between a surveyor of supplies and an aspirant for a sub-contract. "The cutting of the right-of-way is to be begun at Rennie, about twenty-five miles from Kenora, immediately at the crossing of the Canadian Pacific railway. We are engaging all the men we can at once and the cutting of the right-of-way will be proceeded with as soon as they can be got on the grounds.

Plenty of Men Available

"Do you anticipate any difficulty in getting men enough for your work on such a great piece of work?"

"None whatever," was the decisive answer. "We shall get all the men we can right here in Winnipeg and Mr. Alex. Calder will make arrangements for us through the immigration department of the Dominion government to procure what men are necessary from the old country."

"It may be said, then," was asked, "that with the cutting of the right-of-way beginning at Rennie the work upon your section from Lake Superior to Winnipeg will be proceeded with at once vigorously and extensively."

"The completion of the work, the contract for which I signed before I left Ottawa, calls for it, you see," said Mr. McArthur quietly as he paused to listen for a moment to a statement of a prospective sub-contractor and then moved to his desk where one of his engineers had unfolded a vari-colored plan.

U. S. VICE CONSUL KILLED.

American Representative at Batoum Is Shot From Ambush.

Batoum, May 21.—W. H. Stuart, the American vice consul, was shot and killed at his country place last night. The assassin escaped. Mr. Stuart was a British subject and one of the largest ship brokers and exporters of Batoum. During the revolutionary troubles of last fall his life was many times threatened by Roughshermen, and at Christmas a deputation visited his office and practically compelled him to give them $1500 under the guise of a holiday gratuity for dock laborers.

Mr. Stuart having dined at the house of a friend, was returning to his country place at Manziadjani, five miles from Batoum, where he was fired on twice from a clump of trees a half mile from his home, one bullet hitting his leg. Mr. Stern, the British vice consul at Rossik, who was a guest at Mr. Stuart's house, hearing the shooting,

Hurried Out With Servants

and found Mr. Stuart lying on the ground, bleeding from his wounds. He was still conscious, but said he would not be able to recognize his assailant owing to the darkness. Mr. Stuart was conveyed to a military barracks in the vicinity, where he expired two hours later. The body was transported this morning to the consulate at Batoum.

Aside from the troubles during the revolutionary disturbances last fall, Mr. Stuart had had no friction with the native population. He was so generally respected that he was on several occasions called upon to act as intermediary during the racial wars between the Turks and the Armenians, saving the lives of several of the latter. The police have no trace of the murderers.

Kidney Disease On the Increase

Recent reports of the New York Board of Health prove that the mortality from kidney disease is greatly on the increase.

Bright's disease as well as the other dreadfully painful forms of kidney disease can usually be prevented and cured by giving some attention to the diet and to the activity of the liver and kidneys.

Excesses in eating and the use of alcoholic drinks must be avoided and the filtering organs can best be kept in good working order by the use of Dr. Chase's Kidney-Liver Pills.

The derangements which lead to Bright's Disease usually have their beginning in a torpid liver, and there is suffering from headaches, biliousness and indigestion before the kidneys fail and such symptoms appear as backache, scanty, highly colored urine, painful, scalding urination, deposits in urine, etc.

Dr. Chase's Kidney-Liver Pills succeed where ordinary kidney medicines fail, because of their direct and combined action on the liver and kidneys. This has been proven in thousands of cases of serious and complicated diseases of the kidneys. One pill a dose, 25 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto.

AN UNHOLY ALLIANCE.

Indianapolis, Ind., May 21.—Wm. B. Schmartz, a member of the local bar, was arrested today by federal officers on a charge of counterfeiting. Schwartz confessed at the office of the police and surrendered part of the plant used in making the spurious coin.

VACUUM PRESERVING JAR.

A vacuum preserving jar is a recent invention of an Illinois man. The invention relates primarily to jars or other vessels for hermetically sealing and preserving fruits, foodstuffs, beverages, and so on. The cover is held on by atmospheric pressure and readily released without injuring the cap, so that the vessel can be refilled and used an indefinite number of times, thus adapting it for household as well as other purposes. In the illustration it is shown in connection with a jar, the upper end of which is formed with a flange, upon which rests a cap so shaped as to

form a tight connection. Around the edge of the cap is a rubber gasket. The centre of the cap is formed with a small vent, closed by means of a rubber valve. A vacuum or partial vacuum can be created by bringing the contents to a boiling temperature, which will cause the outside atmospheric pressure to tightly close the rubber valve in the cap; or the aid at the top of the vessel can be exhausted by means of a simple pump. In the latter event the invention can be used for preserving materials without cooking. The invention is adapted to the use of any other material than glass for jars, and the form is not necessarily limited to that indicated in the drawing. Both the jar and the cover are made entirely of glass, making it nonpoisonous, with the advantage that it can be used again and again.

GARRY SAD TIDINGS TO ICE FETTERED WHALERS

Chief Factor of H. B. Co. Leaves on Long Trip to Herschell Island.

Icebound in that portion of the Arctic Ocean known as Mackenzie Bay are six whaling ships which are manned by crews whose homes are in San Francisco. They went into the bay last summer and wintered there.

During the intervening months they have heard no news from the outside and are today in blissful ignorance of the awful calamity that has overtaken their home city. The first intimation of the catastrophe they will receive will be through the medium of the Winnipeg Free Press, several files of which have been forwarded to them. These files contain full accounts of the disaster, and the reader can imagine the eagerness and anxiety with which the sturdy sailors will peruse the papers which may convey to them news of the destruction of their homes or perhaps the death of loved ones.

Arrive in August

The news will not reach them until next August, when they will be preparing to weigh anchor for home. The papers are being forwarded to Mr. Thomas Anderson, chief factor of the Hudson's Bay Company in charge of the Mackenzie River district, who kindly consented to carry them on his annual trip to Fort Macpherson on the Peel River, near the mouth of the Mackenzie, where he will be met by Eskimo messengers from the whalers and the missionaries at Herschell Island. To these messengers the papers and other mail will be delivered, and they will take them to Herschel Island. These messengers, who come every year to Peel to meet the Hudson's Bay Company's packet, never before took back with them to the whalers and missionaries on lonely Herschell Island, which is 250 miles north of the Arctic circle, any information that created such a commotion or which will be discussed with such deep personal interest and heartburnings as will the story

Contained in the Papers

of the destruction of beautiful San Francisco. The Free Press is read in every trading post and mission house in the Mackenzie River district, but this delivery of the paper to a point 250 miles within the Arctic circle is a new and novel event in the history of journalism on this continent.

Chief Factor Anderson begins his long journey to the north this month, starting from Edmonton. He takes with him goods for the various posts of the company in the district under his jurisdiction and will oversee their distribution and inspect the posts at the same time, returning to his headquarters at Fort Simpson in the early fall. From Edmonton to Peel River the distance is 2180 miles, and with the exception of the first 90 miles the trip will be made by water, the company having steamboats on the Athabasca and Mackenzie rivers.

A party of mounted police are going in with Mr. Anderson to reinforce the post now stationed at Peel and Herschell for the purpose of maintaining law and order and collecting duty on goods imported for trade with the Eskimos by the United States whalers. Three American fourists and Mr. Stefansson of Cambridge, Mass., who is going north to make scientific explorations, will also be of the party bound for the Land of the Midnight Sun.

Has Been Underwritten.—It is announced that capital for the Canadian Pacific Sulphite & Pulp company to the extent of $585,000, has been underwritten by the Canadian Finance Syndicate, of London. Work will be started at once on the townsite and mill at Swanson bay, on Princess Royal island, and in the vicinity of which the company holds leases on 80,000 acres of pulp lands.

DECLARES SUNDAY PAPERS ARE DOOMED

Ottawa Correspondent Says This Is Provision in Sunday Observance Bill.

The Ottawa correspondent of the Winnipeg Free Press, wiring his paper under date of May 16th, says:

"At a meeting in camera of the Sunday observance bill committee it was decided to report the bill as it stands, although some amendments will be made in the interests of transportation. The committee favors an amendment dealing with the case of smelters' blast furnaces, cement works and other mills and factories where a certain amount of Sunday labor is unavoidable. Where Sunday labor is essential to efficient operation of such concerns, it will not be prohibited, and in the event of a dispute it will be for the courts to say whether individual mills or factories come under this exemption or not. Provision will also be made to allow of repairs being made on Sunday, where the safety of employees' lives might otherwise be affected.

"The Sunday newspaper is doomed. An appeal was made to the committee on behalf of five British Columbia morning papers that publish Sunday editions, assuring the government that they give their employees a rest by bringing out no issue on Mondays. The committee, however, appreciate the undesirable features on all of the newspapers on Sundays, and will doubtless frame their findings accordingly. Newspapers publishing on Monday morning will be allowed to set their staffs to work at 8 o'clock on Sunday evenings.

"The clauses dealing with Sunday operation of trains will be to some extent in the nature of a compromise. The bill as drafted did not attempt to interfere with passenger traffic other than to put a ban on Sunday excursions. The Lord's Day Alliance is willing also that railways should have the right to carry certain freights on to their point of destination, even though to do so involves Sunday labor. The bill was further amended to allow delivery from cars on Sundays of perishable goods immediately on the arrival and the transfer from train to boat or elevator of wheat arriving from the west on Sundays at terminal points on the great lakes. Sunday labor will not be forbidden upon vessels where it is essential to their leaving port on schedule time. It has been pointed out to the committee that the vessel owners in their own interest will use as little Sunday labor as possible because of the higher wages that they have to pay for such work."

LEGAL INTELLIGENCE.

(Before Hon. Mr. Justice Duff.)

Re Pacific Mercantile Company—Mr. Elliott presented a petition under the Winding Up Act for the compulsory winding up of this company. The order was made, Mr. E. A. Harris being appointed provisional liquidator.

Re Estate of A. W. Lawson—Mr. Robertson obtained an order for the payment out of certain moneys in court herein.

Voight vs. Groves—Mr. Galt made an application in regard to fixing the counsel fee on appeal in this matter, and an amount was decided upon.

THE COURSER'S END.

Steamer Was to Have Revolutionized River Work—Now a Wreck.

The steamer Cheam, of Harrison River, formerly the steamer Courser, of New Westminster, which was recently wrecked on a shoal in the Harrison river, has now been abandoned. The engines have been removed, but it was impossible to take out the boiler, as the hull is badly broken up and is fast going to pieces, but it may be salved at a later date.

The Courser, for it was by that name that she was known until a few months ago, had one of the most checkered careers of any vessel in these waters. She was built in the early nineties by Capt. George Cooper, formerly of New Westminster. She cost in the neighborhood of $10,000, and was of a type which the owner thought would revolutionize steamer-building for the river traffic.

The Courser was of great length and narrow beam, and was designed