Spokane Makes Her First Call

Fine New Excursion Steamer of Pacific Coast S. S. Co. In Port.

Tees Sails For the North—The Quadra Will Locate Victoria's Rock.

(From Friday's Daily.)

The new steamer Spokane, of the Pacific Coast Steamship company, paid her first visit to this port yesterday. She arrived from Seattle at 1:30 p.m. with a party of over 200 Seattle people and almost as many kodaks, who remained here until 5:30 p.m., when the steamer returned to Seattle. The excursion was under the auspices of St. Mark's church, Seattle, to whom the steamer was given for the day by the Pacific Coast Steamship company. The Spokane will make her first excursion to Alaskan points on Saturday, when she sails from the outer wharf at 9 p.m., after allowing her passengers to remain a few hours in Victoria. The Cottage City will remain on her early morning schedule. She will arrive from Seattle on Sunday morning at 4 o'clock, and sail again at 6 a.m. for Alaskan ports.

The Spokane is one of the most palatial steamers in the Pacific waters, finished inside with mahogany and plush, built especially for the excursion travel between Seattle, Victoria and Alaskan points, on which the tourist may travel with more than the comforts of home; a floating hotel, on which the traveler has the benefit of baths, rooms en suite, electric buttons within touch; where the ladies have the services of a maid; an observation room, seating 100 persons, enclosed in plate glass, where the passengers may sit in comfort while viewing the famous glaciers of the North.

None but round trip passengers will be carried on the Spokane. No second class tickets are to be sold, and no trips one way will be allowed. The Spokane will make four excursion trips this year, and no freight will be carried on any of them. The steamer will stop one day at Skagway to allow the tourists to make the trip to the summit of the White Pass & Yukon railroad, one of the finest bits of scenery on the continent.

The Spokane was built by the Union Iron Works, of San Francisco. She was launched March 30, 1901, and has only been completed and equipped within the past few months. Originally planned to cost $400,000, so sumptuous are the finishings, and so complete in every detail for the comfort and convenience of the passengers, that the cost ran up to $500,000 before she was ready for this special service.

There are electric lights throughout—lights everywhere; in the staterooms, in the cabins, over comfortable reading chairs, upon deck, in the dining room and in the card and smoking rooms. The large dining saloon, with a seating capacity of 104 persons, is all in the hardwood finishings shine like mirrors.

The first passengers—200 in number—to make the Northern trip on the Spokane will be largely composed of Raymond-Whitcomb tourists. Quite a number of prominent people from California points will come up on the City of Puebla, arriving here today, and make the trip to see the glaciers. The other three excursion trips will leave June 28, July 12 and July 26.

One of the innovations most pleasing to the traveler is the large observation room on the hurricane deck. There are reclining chairs enough in this large room to seat 100 people. The entire room is encased in plate glass, so that the tourist may have a perfect view of the glaciers and other points of interest, while seated in a steam-heated, elegantly furnished parlor.

Another feature which the management is especially proud is the kitchen and cold storage rooms. The kitchen is in charge of a celebrated French chef, who has 12 assistants. There are 50 tons of space in the cold storage rooms for the exclusive use of the ship, and all the appointments of the culinary department are first class and complete.

The furnishings of the staterooms are finer than that of any hotel west of the Mississippi. Stationary brass bedsteads, instead of the bunks so common to steamships, give a home-like aid to the rooms. Plush carpets and the finest finishings throughout, added to the comfort of a private bath, will make the 11 days' trip on the Spokane a pleasure.

The ship carries 400 tons of fresh water on each trip, so that the condensers with which she is furnished are used only for the boilers. The ship is equipped with double bottoms, and carries water ballast. The Spokane is 284 feet long, 40 feet beam and 19.6 feet deep. She has a speed of 15 knots or 17¼ miles per hour. She made the trip up from San Francisco in 65 hours, though no attempt was made to crowd her.

The round trip for the excursion will take 11 days, making 14 days between sailing dates. The schedule of the Spokane will carry her to Victoria, and to the most picturesque points in Southeastern Alaska, including Ketchikan, Wrangel, Juneau, Treadwells island, Skagway, Glacier Bay, Taku river and Sitka.

The Spokane is in command of Capt. H. H. Lloyd, one of the oldest captains and pilots in these waters. C. Dumatt is the engineer in charge of her powerful engines, and H. Ewing is purser.

THE SEALERS.

Fleet of Schooners Start Their Cruise Toward Behring Sea.

A fleet of sealing schooners left port yesterday and this morning en route to the West Coast to pick up their Indian crews before proceeding to the Behring Sea, others cleared yesterday and will follow today. The fleet which sailed was made up of the Fawn, Capt. Delouchrey, who took out the Libbie last year; Teresa, Capt. Byers; Zillah May, Capt. Balcom, and C. D. Rand, Capt. Searle. The Penelope and Arietis, the first commanded by Capt. G. Heater, and the other by Capt. W. Heater, will leave today, both going to Kyuquot for their crews. The C. R. Rand, which will carry a crew of Koskemos will go to Quatsino, the Fawn to Village island, the Zillah May and Teresa to Teluiet. Other schooners are being made ready, and in a few days another large fleet will get away. The schooner Umbrina is about ready, and will probably start for Hesquiot to ship her Indians on Monday.

TEES SAILS.

Northern Steamer Carries Many Chinese to the Canneries.

Steamer Tees sailed for Naas and way ports last night, carrying quite a number of passengers, including a number of Northern residents returning to their homes. Amongst the steamer's passengers were Mr. and Mrs. Price, Miss Holmes and Rev. J. C. McCulloch. In the 'tween decks were a large number of Chinese cannery employees, and the steamer had much cargo in her hold, including cannery supplies ex-ship Kate Thomas. The steamer Willapa is due down from Northern points on Sunday, and she will sail again for the North on Thursday next.

Not one in twenty are free from some little ailment caused by inaction of the liver. Use Carter's Little Liver Pills. The result will be a pleasant surprise. They give positive relief.

HARDY APPLES.

Fruit Trees For Planting in the North-West.

At the recent meeting of the Canadian Royal Society in Toronto, a paper of unusual interest was read by Dr. Saunders, of Ottawa, detailing a series of remarkable experiments conducted by him with the object of producing a hardy apple suitable for Manitoba and the North-West. The experiments consisted of crossing hardy Canadian varieties with dwarfed Siberian species with the result that an apple of good size and flavor has been obtained which promises to thrive in the colder northern latitudes. Experiments with the same object in view, were also made with cherries, gooseberries, black currants, and plums, which proved more or less successful, from all of which Dr. Saunders was of the opinion that the North-West may yet rival the older provinces in fruit-growing in addition to having surpassed them as a wheat-growing country.

CADET MATCHES.

Sandhurst Wins With Revolver and Kingston With Rifle.

Kingston, Ont., June 11.—The Sandhurst, England, revolver team won in its contest with the Royal Military college, Kingston, by 242 to 197(but lost in the rifle match by 447 to 424.

Mining Cases Before Court

Second Attempt to Settle Cube Lode Dispute With Cody and Joker Fractions.

White Bear Surface Rights in Rossland Townsites Also Make Trouble.

A mining suit from Cody furnished the appeal which occupied the Full court yesterday, and brings again before the court a lot of matters which for several years past have been up time and time again. Callaghan vs. Coplen was the old suit arising over the Cube Lode and the Cody and Joker factions fight. This was carried from court to court, the appeals both here and at Ottawa going against the Cube Lode claims. In Fry vs. Botsford and Macquillan, however, A. C. and F. L. Fry come in claiming to be co-owners with Coplen to the extent of a half interest in the Cube Lode, and want once more to fight the old case over again, claiming in addition that Wm. Botsford, manager of the Royal Bank in Vancouver, and J. Macquillan, also of Vancouver, are only in the matter to the extent of financing the former law suit.

The present appeal, which was heard yesterday by the Chief Justice, with Messrs. Justices Drake and Martin, and will be continued this morning, is from an order of Mr. Justice Irving, by which he held that the judgment rendered by the Full court of British Columbia, and the Supreme court of Canada was not an estoppel to the plaintiffs from asserting their claim to title in the Cube Lode mineral claim, although by the former judgment it was held that the Cube Lode claim was an invalid and legal survey, and that the action by a part owner of the Cube Lode did not bind the co-owners, who are the plaintiffs in this action.

Joseph Martin, K. C., for the plaintiffs (respondents) and Fred. Peters, K. C., for defendants, Botsford and Howard Duncan, Vancouver, for defendant Macquillan.

IN CHAMBERS.

At Supreme Court Chambers yesterday, over which Mr. Justice Martin presided, the injunction matter in Finch vs. White Bear, as well as the five applications in the British Yukon company penalty suits were again postponed. The injunction case is one of considerable interest, the difference arising out of the conflicting of surface rights with those of a mineral claim. The White Bear, as is well known, is a mineral claim situate in Rossland. John Y. Cole once owned it, and of the land around made an "addition" to the Rossland townsite, known as the John Y. Cole addition. The unsold lots of the townsite addition were sold to Edward C. Finch in 1901, and the White Bear, which was Crown granted in 1896, had built a shaft house, and other erections upon some of the lots, as well as on the right-of-way of a couple of the streets, viz., Montreal street and Kootenay avenue, and has made a dump on several others. The aggrieved townsite owner is now asking the court to direct the removal of the buildings and rock, as well as the damages usually sought in such a case.

THE DAIRIES.

In connection with the certificates of the Inspectors of Diseases of Animals published in the Government Gazette by the Department of Agriculture, it is pleasing to note the following remarks by Inspector Tolmie.

"In all the districts visited a very marked improvement was apparent since my last inspection, especially in the way of the cleanliness of the stables and dairies and the handling of the product."

The Inspector also notes that disease amongst stock generally is decreasing.

The report from the Lower Mainland is not so satisfactory. Mr. Inspector Gibbins says:

"In regard to the stock I am pleased to announce that I found but very little disease, none of a malignant character, and that cattle in general were on the whole in very good condition. I am sorry to say that I cannot speak so favorably of the byres and premises in general. As you will see from the enclosed list, I could not pass quite a number and therefore submit same for publication. Also you will notice a great shortage in the names of those I have granted a clean bill of health, although I visited nearly 200 ranches."

VISIT THE ABBEY.

Satisfactory Report From Inspector Tolmie of Those on the Island.

London, June 12.—King Edward and Queen Alexandra were engaged today in what was practically a rehearsal of the coronation ceremonies.

Accompanied by Princess Victoria and a suite, Their Majesties drove to Westminster Abbey. There they were quietly received by the Duke of Norfolk, Earl Marshal and chief butler of England, who escorted Their Majesties through the abbey and, in order to prevent the possibility of a hitch in the proceedings of coronation day, all the details of the procession and ceremonial were explained to them.

The Royal visit to the abbey was accompanied very quietly, and but a few of the persons about the building were aware of the presence of Their Majesties.

LE ROI NO. 2.

From Lardeau Eagle.

The Le Roi No. 2 Limited, has let a contract to Thomas Strack for the sinking of the shaft in the Josie mine from the 700 foot level to the 900 foot level, and the work is to be commenced at once. Fifteen miners will be added to the crew to carry on this work. Simultaneously a winze will be sunk from the 700 to the 700 foot level in the west end of the mine. Last week 25 men were added to the Le Roi No. 2 crew, and the work in the shaft will further increase this number as stated above. Within a couple of weeks the crew will aggregate 275 men.

News of the South Seas

Cyclones Bring Destruction to Loyalty Islands—Massacre of Maleys.

Animals Die From Plague in Sydney's Zoo—Shipping Disasters.

News of hurricanes and earthquakes, shipwreck and disasters, massacres, etc., was received by the steamer Aorangi. From the Loyalty islands news was received of a series of disasters, including cyclones, shipwrecks and earthquakes. The Sydney Morning Herald says: "A terrific cyclone was experienced at Lifu on the afternoon of April 5, the tempest continuing throughout the following day. A strong wind from the northwest was the first indication of the approaching cyclone. The wind rapidly gained in strength until within the space of a few hours it had attained the force of a hurricane. The cyclone resulted in great destruction of property. The roofs of numbers of houses were lifted by the force of the gale and carried for a considerable distance. Several houses in course of erection were partially destroyed, and among the buildings which were unroofed were the convent, the prison, the Temple of Chepenehe, the Temple of Editnghene, the house of the native chief, and the principal church at Nathlo. Many cocoanut plantations were ruined, and the crops of copra were completely destroyed. Indeed, the scene on every side was one of devastation.

"But the work of destruction was not confined to the shore, for numbers of shipping casualties were reported. Two schooners, named the Julienne and the Fenefit, which were at anchor some distance away, were driven ashore by the force of the hurricane. Both the schooners were washed by the furious seas on to a pile of rocks, and were quickly reduced to a pile of atoms.

"At Mare or Britannia Island, the force of the hurricane was from the south, and every residence was more or less damaged. The cyclone does not appear to have reached Mare until about midday on April 6, but its force was just as great as when it passed over Lifu. One of the government buildings which had been repaired after the hurricane of last year, was leveled to the ground. The fallen fruit from the island orchards attracted thousands of native pigs, and the scene which presented itself when the storm had passed was a remarkable one.

"The recruiting schooner Rachael, which was anchored at the island, became a total wreck, and was abandoned by the captain and crew. The Sidaela, ketch, was driven ashore on to a sandy beach, and escaped injury. The Julia, ketch, sustained some amount of damage at sea, and put into Nakety for repairs.

"Severe shocks of earthquake were felt throughout the Loyalty Group early in April, but no damage of an extensive nature was reported from any of the islands."

MALAYS MASSACRED.

The schooner Essington arrived at Port Darwin from Bowen Strait on May 17th. bringing Abmat, a Malay, the sole survivor of the crew of a shipwrecked proa. The man relates that the proa left Banda at Christmas on a trading cruise among the islands. The sails were blown away by squalls, and the craft drifted for 29 days under the northwest monsoon, and was wrecked, presumably on Cape Wilberforce, 600 miles southeast of Banda. Here blacks murdered the whole of the crew of ten, except himself, and he was rescued by the left side with a spear. He escaped, and wandered in the bush and on the seashore for 14 days, living on shell-fish. He was then rescued by a Macassar proa, whence he was transferred to the Essington.

THE SEAS' VICTIMS.

A sensational shipping incident was reported from Freemantle by the Aorangi. The steamer St. Mary, bound from Algoa Bay to Freemantle, arrived at her destination with three men who had been taken off a derelict Dutch vessel called the Geertruida Gerards bound from Sourabaya to South Africa in ballast. This vessel, it appears, before leaving Java, took in volcanic mud for ballast, but during the voyage it shifted, and the ship was thrown on her beam ends. The ship became dismasted and all attempts to right her were futile. Finally Captain Duit, with his wife and sixteen of the crew, abandoned her, leaving only three men on board. The ship was then about 1800 miles from Sourabaya. The trio were not without supplies, having enough on board to last for two years. Fears however, are felt for the safety of the boat containing the captain, his wife and the crew.

BUBONIC PLAGUE.

The plague is still gaining new victims at Sydney, there being about sixteen cases when the Aorangi left. A novel feature of the epidemic is the outbreak of the plague among the animals at the zoo in Sydney. The Polar bear was one of the victims, and the elephant and a number of birds also died. In all, 25 animals and birds succumbed.

News was received from Sydney of a collision off Botany, in which a steam collier was sunk. The steamer Kelloe, a collier laden from Kembla for Sydney, collided with the steamer Danmore, bound south to Kiama from Sydney. The Kelloe foundered and was lost, and the Danmore was safely beached. No lives were lost, the Kelloe's crew escaping in the boats.

The derelict steamer Boverie, a horse transport which lost her propeller when a thousand miles off Fremantle, thence for South Africa, was picked up by the Blue Anchor liner Narrung and towed to Perth where a heavy salvage claim was made against the transport. When the Boverie lost her tail shaft and propellor, an endeavor was made to keep her on the track of steamers, but finding that she was drifting to the northward, the lifeboat was specially rigged and decked, and left for Fremantle on April 11th, with a volunteer crew. Papers in bottles with the positions and account of the disaster were sent adrift in buoys at various times. The electric light was kept flashing from the masthead every night, and all possible means were taken to attract attention, but nothing was sighted until the Narrung's lights were seen at night on the 9th instant. Such derricks as could be spared were cut in for masts and spars, and awnings and wind sails were made into extra sails in an effort to get to the southeast.

After the stoppage the vessel drifted north east for two days and northwest for three days. It was at this time that it was decided to send away the boat, and volunteers were called to man her. The canvas which was got on to the Boverie consisted of a mainsail, topsail and foresail. Some strong blows were encountered, and for three days, namely, April 26, 27 and 28, heavy southwest seas. With this sail she managed to make about 400 miles southwards, and on the 29th crossed her original track, thus having described a complete circle, in about eight days she did about 420 miles. Following the heavy blow there was a spell of calm weather, and no wind except light contraries. After three days, sail was again got on the Boveric, and she got before a favoring breeze, and 200 miles were made in a southerly direction until she was sighted by the Narrung at a point about 870 miles from Australia and 200 miles south of where her voyage was abruptly interrupted.

PRESS COMMENTS

An examination of the recorded majorities in last week's contest shows that Mr. Whitney beat the Ross government by 7,377 votes. The total of the majorities cast for the various candidates was 34,913. As distributed among the elected members, those who represented the policy of Mr. Whitney scored 21,145. Those who supported Mr. Ross were awarded 13,768. This places Mr. Whitney 7,377 in the lead.—Toronto Mail and Empire.

The Under Secretary for the Colonies is not so enthusiastic about the coming conference of premiers as some other people seem to be. Addressing the Primrose League the other day, he said he expected the premiers would arrange this time to come back often, perhaps periodically, and that they might do something to improve the means of communication between the various parts of the Empire. To go to London merely to make arrangements to go to London again would hardly be worth the time spent, especially in these days of cables. To go to London to devise plans for improved transportation facilities would be to make the best use of any time that needed to be spent upon it.—Montreal Herald.

The president of the collapsed rubber trust in the United States says that it broke down because it maintained prices at a figure which stimulated competition, the formation of new companies and investment of new capital. The only trust that can live is that which gives the public value for its money, and the only trust which can do that is that which lives up to the fundamental idea—economy in production.—Montreal Gazette.

In financial and business circles the expansion of Canadian foreign trade is attracting continuous attention. It was discussed by General Manager Clouston of the Bank of Montreal at the annual meeting, and was also the leading theme of Senator Drummond's address. In the first nine months of the current fiscal year the aggregate foreign trade of the Dominion was $302,500,000, as compared with $282,300,000 for the corresponding period last year. This is a most remarkable expansion, but the change is more strikingly shown by a comparison with the figures of five years ago, when the aggregate trade for the entire year was only $240,000,000.—Toronto Globe.

The descendants of the late Brigham Young, to the number of several hundreds, recently met at Salt Lake City to honor the memory of their ancestor. The numerousness of the mamma in the family seems not to have hurt the feelings of the old Young men or the young Young men. The late Mr. Young's reputation may have had some spots which will bear sandpapering, but he was a notable father.—Montreal Star.

At the meeting of the Rossland and Slocan Syndicate, which was held on Thursday, (May 22) Mr. G. S. Waterlow was able to congratulate the shareholders on a most satisfactory financial position and a most promising outlook, due in no small measure to his own indefatigable efforts to advance the syndicate's welfare. There are few Englishmen who have invested so much capital in B. C. as the chairman of this syndicate, and he has followed his large investments by personal investigations, by which he has acquired a comprehensive grasp of local conditions. We are glad to read in his speech to the shareholders the able statement of the position of mining in B. C. which, as he truly points out, has made much progress, and would not today be looked on askance by British investors were it not that certain syndicates of English companies, which had really earned good profits, had frittered them away in illegitimate gambling.—London B. C. Review.

The country wants more population and more facilities for transportation. Between them British Columbia and the prairie country can supply nearly all the necessaries of life, and all that is needed is greater facility for exchanging their products, and a larger consuming population. A community whose only trouble is that it has too much wheat, beef, fish, fruit, vegetables, timber, and minerals, is not badly off, though it may suffer some temporary inconvenience.

Communication is still the great want, in spite of all that has been done in railway building. For instance, in Manitoba and part of the Territories timber is expensive. But the prairie country has on one side new Ontario and on the other side pigs, and the scene which presented itself when the storm had passed was a remarkable one.

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POVINGIAL PRESS.

MIRACULOUS ESCAPE.

From Rossland Miner.

As a train of twenty empty flat cars was backing swiftly into a siding at Slocan, Brakeman Peele, of Nelson, and two other trainmen caught sight of a three-year-old girl sitting on one of the rails, facing the other. The train was moving so swiftly and was so close that there was no chance of stopping it, but Peele rushed to the end of the car, and with a pole that was lying on the car, caught the child under the legs and threw her backwards into a ditch as the train had reached her. The train was stopped, and it was ascertained that the child was not even bruised, the long grass having saved her as she went backwards.

PULP MILL AT KAMLOOPS.

From Inland Sentinel.

Geo. D. Scott, of Vancouver, one of the directors of the Western Pulp & Lumber company, arrived here yesterday morning from the Coast, accompanied by J. A. Mathison, an experienced timber inspector. These two gentlemen left this morning for a three or four weeks' visit up the North Thompson river to inspect the timber reserves which they have secured for two years from the government, with the object of determining their value in regard to the erection of a large pulp manufacturing establishment at or near Kamloops.

THE PEACH ORCHARDS.

From Vernon News.

During his recent visit to Peachland, where he had been inspecting a lot of peach trees that had been received there from an Eastern nursery and planted, Fruit Inspector Earl examined 22 orchards and found and destroyed 2,015 peach trees infected with the borer. At a largely attended meeting of fruit growers and others he explained fully and to the satisfaction of his hearers the danger of planting stock that had not passed inspection.

THE CANADA SOUTHERN.

From Nelson News.

It is expected that the trains will be running on the Canada Southern, East Kootenay extension of the Montana and Great Northern railway by July 15th. This road, it is believed, materially reduce the cost of coke and coal at the Northport smelter, as the Great Northern will then have through service from the mines to the smelter.

SHIPMENT OF GIANT ORE.

From Rossland World.

Three cars of Giant ore goes out this evening to Trail. As already stated in the columns of the World, the mine made a very profitable return on the shipment of the first lots of ore sent out about a month ago, and is now venturing upon a second shipment. The ore now taken is not wholly from the molybdenum ledge, but is from various parts of the property.

THE SLOUGH CREEK CO.

From Ashcroft Journal.

Slough Creek Co. have not yet tapped their channel, the deep ground has evidently taken a sharp turn, which has caused some little delay in opening out, but next week is expected to witness the proving of the most important enterprise in Cariboo. Mr. Hopp, manager also of the Burns Creek Hydraulic, is doing splendid work on this claim. This mine is putting out over 600 yards per day of hard gravel, which prospects better than any working mine in Cariboo. This company, it is reported, declared a dividend last season although the ground is not yet fully opened up.

FROM A YOUNG HYPNOTIST.

From Nelson News.

A son of G. W. Fairweather, aged twelve, is causing considerable talk among his school fellows by reason of his ability to hypnotise any of them who are willing to submit. The youngster has never had any lessons in hypnotising and witnessed but one exhibition over a year ago. He accidently discovered his ability.

BIG GAME PLENTIFUL.

From Lillooet Prospector.

The hunting season for big game has now begun. The Manson party, when last heard from had secured seven grizzlies. Alex. Samson brought in a fine black bear eight feet in length. A. Phair, in his recent trip saw three grizzlies and three black bear. Indians are bringing good pelts into town.

To be free from sick headache, biliousness, constipation, etc., use Carter's Little Liver Pills. Strictly vegetable. They gently stimulate the liver and free the stomach from bile.

Schools Will Close Earlier

Coronation Day and the Day Following Declared Holidays in Schools.

Proclamations in Connection With Dominion Lands—Official Gazette Notices.

(From Friday's Daily.)

The public schools of the province will close two days earlier than usual this year on account of the coronation of King Edward. By proclamation in the provincial Gazette, issued last evening, the 26th and 27th instant are declared holidays in the schools, and the closing examinations will be held on the 25th.

A court of assize is to be held at Atlin on August 12.

J. W. Galloway, of Chilliwack, has resigned his commission as a justice of the peace, and the resignation has been accepted by the Lieutenant-Governor in Council.

Tenders are being called for some 400 school desks, the tenders to be in by the 23rd instant.

Inspectors Gibbon and Tolmie report on the dairy herds recently inspected by them, giving the names of the owners, whose herds passed the inspection and those which did not come up to the requirements. The only dairies not conforming with the act are about a dozen on the lower Mainland, the non-conformity being dirty byres. Also in connection with the Agricultural department, a notice is published declaring actinomycosis to be a disease for the purposes of the Contagious Diseases (animal) Act.

A company has been formed with a capital of $25,000 to carry on the business of J. W. Mellor of this city, dealer in paints, oils, plate glass and wall paper. Another company incorporated is known as the Brydges, Blakemore & Cameron, Limited. The object is to engage in mining, and the capital is $50,000.

The regulation permitting a homesteader to cut timber on Dominion government lands in Manitoba, the Northwest Territories and British Columbia, has been altered, and now if the homesteader has the timber cut into lumber he is allowed to cut 0,250 instead of 6,750 board measurement, as formerly.

Another notice by the Dominion government is one which authorizes the minister of the Interior to deal with applications for grazing lands within the railway belt in British Columbia, under the regulations which apply to Manitoba and the Northwest Territories.

Still another notice from Ottawa is one which states that permits will be granted owners of steamboats plying on the waters in Manitoba, the Northwest Territories and within the railway belt in British Columbia, to cut wood for consumption on their boats without competition.

A meeting of the creditors, contributories and shareholders of the Elk Park Ranch & Stock Improvement will be held at Golden on June 28, to appoint an official liquidator.

Claims against the Tribune Association, Limited, of Nelson, are to be sent in to G. Gamble, the official administrator, before July 2, and on July 14 the claims will be adjudicated upon at the Court house in this city.

NICARAGUA CANAL.

United States Senate Will Vote on Bill Next Week.

Washington, D. C., June 11.—Just before adjournment today the Senate agreed to vote finally on the Nicaragua Canal Bill, and all the pending amendments on Thursday, June 19, the voting to begin at 2 p. m.

ENTERTAINED BY THE WORKMEN

Enjoyable Concert and Dance Tendered to the Degree of Honor.

Victoria lodge, No. 1, A. O. U. W., entertained Capital lodge No. 2 of the Degree of Honor at A. O. U. W. hall last night—and entertained them royally. The spacious hall was well filled with the members of both lodges, and a large number of their friends, and never before has the lodge been as prettily decorated as it was last night. Not only were evergreens, pennants, bunting and flags used most artistically, but colored incandescent lights illuminated the hall, long lines of lights being stretched along the face of the galleries and dangling in strings from the ceiling and across the hall, some being encased in pretty Japanese lanterns. The top rails of the galleries were rows of evergreen, and on the face of the balconies bunting was spread with vari-colored pennants dangling below at intervals of about two feet. Large flags and other decorative features made the hall look pretty.

Mr. R. T. Williams occupied the chair, and at the concert, which formed the first part of the entertainment, a good programme was given. Mr. and Miss Hood were heard in a violin and piano duet, and Miss Rosina Doble, a little child master of the violin played the intermezzo from Cavaleria Rusticana, and "The Blue Bells of Scotland," with variations in a manner which provoked enthusiastic applause, Miss V. Monk gave a Highland Fling; Mr. H. Mellish, a good exhibition of club swinging, and Miss Eva LeBlanc and Miss Ethel Smith gave a good cake walk. The gymnastic squad of the Victoria Athletic club appeared in gymnastics, pyramids, etc., and Miss Minnie Dobie played a piano solo, "Le Zepher," in a manner which showed that she is a pianist of no mean ability.

At the close of the programme the floor was cleared, and then the dance began to the music of piano and violin, played by Mr. and Miss Hood. At midnight supper was served—and it was a dainty supper, and after an interval ice cream and other refreshments were served to the dancers. The dance went on until the early morning hours, and when the musicians had played the National Anthem and the wearied dancers wended their homeward way they one and all moved a vote of thanks to Victoria lodge for the first class entertainment. There were several features other than the dancing, one of which was the fortune telling of Prof. Rutherford, who was much in demand.

STILL THEY COME.

Boers Hand in Arms and Sing "God Save the King."

London, June 11.—A despatch from Lord Kitchener, dated from Pretoria yesterday, announces that Van Tonder's and Van Heerden's commands, having with them 403 rifles, have surrendered near Vantersdorp camp, southwestern Transvaal. At a concert subsequently the burghers sang "Auld Lang Syne" and "God Save the King."

Further surrenders of 619 rifles and 23,000 rounds of ammunition were also announced.

THREE KILLED.

Chattanooga, Tenn., June 12.—A fatal collision occurred on the Nashville, Chattanooga & St. Louis railroad today between Hooker and Summit, two small stations about 12 miles from this city. Three men were killed and 15 others more or less seriously injured. The train known as the Jasper Accommodation left Chattanooga about 2:40 o'clock this afternoon. It was due at Summit at 3:08 p.m. The other train, a fast mail from Nashville, was behind time, and the meeting point of these trains had been changed from the regular station to Summit. One of the engineers overlooked his orders and ran past the place. Fireman L. A. Rankin, of this city, was horribly mangled and died almost instantly. Engineer Rollins was badly injured, his legs terribly crushed and a large hole made in his head and left side. His injuries are considered fatal. Engineer George Ray, of the fast mail, is seriously injured, and it is thought fatally. Fireman Jas. Bernard was caught under the smaller engine and literally burned to death. A handful of cinders and charred flesh was all there could be found of him. Express Messenger Webb, of the fast mail train, was caught under the debris and died shortly after. The accommodation train being the lighter one, was telescoped, the heavy engine of the fast mail ploughing its way through the cars and splintering them into kindling wood. None of the passengers were seriously injured.

Newly Invented Engine Tested

Mr. Mallet's Patent Viewed by Engineers at Marine Iron Works.

It Is Used to Run the Whole Plant With Excellent Results.

Some time ago news was given in these columns of a newly invented and patented steam engine or cylinder, of which a small working model was made and exhibited in different parts of this city. The principles embodied in this invention called forth many flattering comments from those who witnessed the model in operation, but many practical engineers expressed a desire to see it tried on a larger scale. To meet the wishes of these and numerous other gentlemen, the owners of the patents proceeded to have an engine of 25 horse power constructed at the Marine Iron Works in this city, or rather, to attach their improvement to an engine already built, thereby facilitating its manufacture and at the same time showing its ready adaptability to any existing engine.

Mr. Andrew Gray, proprietor of the Marine Iron Works, pushed the work with his usual business ability and energy, so that within a short time of the rough sketches being shown him, he had the slide-valve cylinder on his engine removed, the exhaust and feed pipes changed to suit the new cylinder, and the whole appliance complete and ready for action.

The owners of the patent then invited a number of engineering experts and business men, who met at Mr. Gray's works on Tuesday last, to witness a preliminary working test. These well ordered works were in full swing and certainly presented a lively appearance. The engine to which the new appliance had been fitted was made to run the whole of the engineering machinery, blacksmith, pattern and boiler shops and foundry plant, which it evidently did to perfection. Mr. Gray, whose opinion must be regarded as valuable, has indicated that "the trial made was a very severe one, for running the blower for the cupola requires a constant and steady pressure throughout, and this was well maintained from start to finish."

The total weight of castings produced on the day of this trial exceeded that any previous one since the foundry running the foundry, and he attributed this entirely to the steady, reliable pressure maintained throughout the heat. Mr. Mallett is certainly to be congratulated on the successful, practical working of his patent.

It should be observed here that the appliance as tested on Tuesday last was a variation in many respects on the small working model previously referred to, and to which the original patent more particularly applied. Steps are, however, being taken to protect those specially improved features in the United States and other parts of the world.

Some of the special features add simplicity, economy and durability. Minimizing friction is very strongly indicated and blowing out of cylinder heads, frequently most disastrous with other engines, is an impossibility with this invention; increased safety to life and property is thereby attained.

A practical engineer present stated he had never witnessed a full-feed slide-valve engine the crank of which would pass the centre when running as slowly as this was made to run in the variations of speed during the trial to which this engine was subjected in these experimental tests.

NOISY LEGISLATORS.

Row in Lower House in Vienna.

Vienna, June 11.—There were further turbulent scenes in the lower house of the Reichsrath today, when both the president of the House, Count Vetter von der Lillie, and the premier, Dr. von Gioerber, scathingly criticized Dr. von Klofa, and other members who yesterday protested violently against the anti-Polish speech recently delivered by Emperor William of Germany at Marienburg, on the occasion of the completion of the work of restoring the ancient castle there.

The Premier said he specially regretted the invectives directed against a sovereign who, since his accession, had been a faithful ally of Austria-Hungary. In conclusion the Premier curtly refused to reply to an interpolation on the subject of the German Emperor's speech.

The Premier's remarks were greeted with a storm of mingled cheers and cries of disapproval, the banging of desks and other noisy protests.

PRESBYTERIAN ASSEMBLY.

Moderator Makes Public Some Interesting Figures.

Toronto, June 11.—The Presbyterian general assembly opened this evening with 100 delegates in attendance. The retiring moderator, Dr. Worden, delivered an interesting statement regarding the affairs of the church. The church has now 1,368 ordained ministers, 1,198 of whom are pastors of congregations. The elders number 7,559; families 118,114, and communicants 219,470, a net gain of 5,799 in the year. Contributions last year were $1,052,601 for salaries of ministers, and $2,857,489 for all denominational purposes.

Prof. Bryce, of Winnipeg, was elected moderator, defeating Dr. Fletcher, of Hamilton.

You hardly realize that it is medicine, when taking Carter's Little Liver Pills; they are very small; no bad effects; all troubles from torpid liver are relieved by their use.

CORONATION PROGRAMME

Events Arranged in London Will Last Through Twelve Days.

London, June 13.—The final court of the season will be held at Buckingham Palace tonight, Their Majesties will then go to Windsor and will not return to London until coronation week. The programme is as follows for coronation week:

Monday, June 23.—Arrival in London of the Royal representatives; dinner at Buckingham Palace and reception to the suites.

Tuesday, June 24.—Their Majesties will receive the special foreign envoys and deputations to the coronation and give a state dinner at Buckingham Palace.

Wednesday, June 25—Reception of the Colonial premiers and other envoys; the Prince of Wales will give a dinner party at St. James' Palace to the princes and envoys.

Thursday, June 26.—The coronation.

Friday, June 27.—The procession through London will be a military pageant, some two mi