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To sell or dispose of the under-
f the Company or any part there-
such consideration as the Com-
y think fit, and in particular for
debentures or securities of any
mpany having objects, altogether
rt, similar to those of this Com-

To promote any company or com-
for the purpose of acquiring all
part of the property and liabilities
Company, or for any other pur-
ich may seem directly or indi-
lculated to benefit this Company:
generally to purchase, take or
in exchange, hire, or otherwise
any real or personal property,
rights or privileges which the
may think necessary or conve-
the purposes of its business:
o borrow or raise money for
ose of the Company, and for the
f securing the same and interest,
y other purpose, to mortgage or
e undertaking on all or any part
roperty of the Company, present
acquired, or its uncalled capital,
reate, issue make, draw, accept
ate perpetual or redeemable de-
or debenture stock, promissory
s of exchange, bills of lading,
obligations and other negotiable
nerable instruments:
o enter into any arrangements
Government (National, Dominion
cial) or any authority, municipal,
otherwise, that may seem con-
the Company's objects, or any
and to obtain from any such
t or authority any rights, pri-
d concessions which the Com-
think it desirable to obtain,
arry out, exercise and comply
if deemed advisable, dispose of
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any debentures or other secur-
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sell, improve, manage, develop,
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conducive to the attainment
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develop any of the powers
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or not.

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Speedy Work On the Victoria

Repairs to Injured Steamship Will Probably Be Finished This Week.

Damage to the Hull and Propeller Is surprisingly Slight.

(From Wednesday's Daily)

When the steamship Princess Victoria was pulled out on Bullen's ways at Esquimalt harbor on her arrival Monday night from Vancouver, it was seen that the damage sustained by her was comparatively slight considering the alarming circumstances in which the injuries were inflicted.

A small hole punched in one of the plates of the lower body on the starboard side, abaft the pilot house, a dozen or more plates bent and scraped so hard as to show the frames through the plates forward and aft of the hole mentioned, with here and there deeper indentations showing where the boulders pressed into the hull, the starboard rolling chock twisted up for six or seven feet at its centre, but not torn away, and two manganese bronze propeller blades on the starboard propeller twisted out of true and chipped along the outer edge, comprise the sum total of damage which it is the intention of the repairing company to make good by sundown on Friday night.

Early yesterday morning a strong force of skilled artificers began work chalking up the plates and unscrewing the damaged blades, and all day they worked in a manner that gave promise of a completed job well within the time mentioned. Should the Princess Victoria be ready for launching by that time a great deal of credit will be due to Messrs. Bullen for one of the smartest jobs ever done in this neighborhood.

It has been ascertained that none of the frames around the points of contact with the rocks are bent or otherwise injured, and this fact has greatly shortened the labors of the repair gang, for bent frames are troublesome things, and cannot be dealt with so easily or swiftly as plates.

Many persons visited the yard yesterday to see the handsome vessel, and inspect the damage, and all marveled to see that her injuries were so comparatively trifling. All being well the Princess Victoria will be able to resume her service on Saturday next.

CLALLAM WRECK SUIT.

Action Is Taken Under Advisement by Judge Hanford.

Judge Hanford of Seattle has taken under advisement the case of the widow of James J. Smith, who lost his life in the wreck of the Clallam, against the Puget Sound Navigation Company, owner of the steamer. Smith was first mate of the ill-fated steamer, and Judge Hanford said that he must look into the law to see if the heirs of an employee of a steamer can bring suit for damages. The heirs of a passenger have that right unquestionably, the court said, but he was in doubt in the case of the member of the family of one of the crew.

A case in point is a suit that grew out of the wreck of the Jane Grey, and Judge Hanford continued the present case until next Monday to satisfy himself on the point of the law. Attorneys for the company made the point that the company could not be charged with negligence regarding the damaged deadlight, which is supposed to have caused the wreck, when Smith, being a member of the crew, did not know of it himself, but Judge Hanford did not consider that point well taken.

A great deal of interest is felt over the outcome of this suit, for if Mrs. Smith gets damages, it is said that a number of other cases will be tried against the company.

COMPANIES COMBINE.

Two Well Known Pacific Steamship Concerns Amalgamate.

According to the San Francisco Call the business of the San Francisco & Portland Steamship Company and the Portland & Asiatic Steamship Company is about to be consolidated. A new corporation will soon be formed under the name of the Portland & San Francisco Steamship Company for the purpose of handling all the business that is now divided between the two Harriman lines. The San Francisco & Portland Steamship Company is a part of the Oregon Railroad & Navigation Company, that has been kept for the purpose of fighting out any competition that might be offered to the O. R. & N. railway business to Portland, and keeping up the sea rate between Portland and San Francisco.

The line had sufficient steamships to swamp out any ordinary competitor at cut rates, should there be any attempt to put on a competing steamship line on the coast.

The combination of the San Francisco & Portland Steamship Company and the Portland & Asiatic Steamship Company does not foreshadow any radical change in existing conditions. It is explained that the consolidation will enable the steamships of the two present lines to be used interchangeably to meet emergencies. When there are heavy freights to be moved in any direction the vessels will be available immediately to handle the business. R. P. Schwerin will be the vice-president of the new company to be formed by consolidation and also its general manager.

THREE OVERDUE SHIPS SIGHTED.

The overdue fleet has been cut down by the appearance of the Queen Elizabeth, bound for Hongkong, the La Rochefoucald for Shanghai and the Wynford, also bound to that port. These vessels were spoken safe and making for their places of destination.

The overdues are four in numbers, as follows: Julius Palm, 144 days from Bangkok for Ilha Grande, reinsurance 12 per cent.; Ems, 107 days from Calcutta for Fiji, 15 per cent.; Parkwook, 150 days from Chittagong for Trinidad, 45 per cent.; Pioneer, 96 days from Buenos Ayres for Falmouth, 15 per cent.

PRIZE COURT TO DECIDE.

Seized British Steamer Will Go to Sebastopol for Trial.

St. Petersburg, July 19.—The foreign office says that the Peninsula and Oriental Company's steamer Malacca, seized in the Red sea by the Russian volunteer fleet vessel St. Petersburg, will be taken to Sebastopol, and that her case will be a prize court.

RIVALRY IN SOUTH AFRICA.

Earl Grey Complains of Discrimination in Favor of New York Shipments.

London, July 19.—In the House of Lords this afternoon Earl Grey (Director of the British South Africa Company), brought up the question of British and American rivalry in South Africa. He complained bitterly of the discrimination in favor of New York and pointed out that, under existing circumstances, the proportion of manufactures of foodstuffs shipped from New York to South Africa was steadily increasing. The system had given an immense stimulus to American trade, to the detriment of British trade. It was actually an advantage for the British shippers to send goods to South Africa by way of New York. The Earl strongly condemned the rebate system and asked the government to co-operate with the various colonial governments with the object of forming an independent shipping commission, which would secure to British shippers the advantages now enjoyed by Americans. Lord Wolverton, representing the board of trade, said he would be glad to discuss the matter with Earl Grey and see what could be done.

Nodd—It's about time to go on my annual fishing trip. Todd—How do you feel? Nodd—Well, I begin to feel stealing over me that old-fashioned Spring thirst.—Detroit Free Press.

NEW RUSSIAN LAW.

St. Petersburg, July 19.—A law was officially promulgated today providing that all Jews settled in the western frontier government and in Bessarabia within the radius of 32 miles of the frontier shall be subject to all the laws governing the residence of Jews within the regular zone of settlement. Jews arriving subsequent to July 20 will be prohibited from settling outside the towns or villages or moving from village to village.

NEWS OF LADYSMITH.

Ladysmith, July 19.—The many friends of Mr. Brenton of Brenton's Crossing, who has been in the Nanaimo hospital for some time with a broken leg having been run over by a locomotive, will be glad to hear that he has so far recovered as to be able to leave the hospital.

The members of the Ladysmith finance committee went down to Victoria yesterday morning to interview the executive of the government upon some important matters relating to the city. They are expected to return by the noon train today.

In all probability the first trial shipment of ore from the Cecil mines will arrive at the Tyee smelter, Ladysmith, today.

Mr. F. E. Young of the Crofton smelter is at Ladysmith for a few days on business.

Mr. Priest and his party have just completed their survey of the new short line to Extension.

The steamer Boscowitz is expected here today and she will take up north some farmer stock for Mr. Lloyd of Westholme.

The Selkirk took over a cargo of coal to Vancouver last night.

The steamer Alki which was expected in yesterday will not now arrive until tomorrow.

Russian Piracy Awakens Anger

Tone of British Press Grows More Hostile at the Insults.

Urgent Demands From all Sides That Swift Action Be Taken.

London, July 20.—Once again the leading English newspapers editorialize in the gravest tones on the Russian seizure of British vessels. Even the conservative Standard declares that the "Nation looks to the foreign office to take more effectual action than the ordinary conventions of diplomatic intercourse prescribe. The case is not one for fastidious treatment. If nothing is done officially to relieve the painful strain the irritation of this country may grow into stubborn resentment. We can not even for the sake of peace sit down under a series of undisguised provocation." A similar tone prevails in almost every other paper. The Morning Post says: "Great Britain cannot tolerate the seizure of the steamship Malacca except by the abandonment of her self-respect as a great power." The Herald declares that either the volunteer fleet steamer St. Petersburg is an armed pirate or Russia has violated the treaty of Paris. The action of Earl Percy, under secretary of foreign affairs, who, in the House of Commons Monday, asked General Lauribe, Conservative and Unionist, to postpone until Thursday a question which he proposed to ask regarding the doings of the Russian volunteer fleet steamer St. Petersburg in the Red sea, the paper regards as unnecessary and dilatory.

"Palmerston," says the Post, significantly, "would not have required half an hour to make up his mind what to do in such a case."

The Daily Telegraph admits that "dangerous issues to international law have been raised by every circumstance of ostentatious provocation, and the nation must realize that a far-reaching question has been presented."

From all sides come urgent demands that the government take swift action to prevent a recurrence of seizure by the volunteer fleet. "Russian piracy," as one paper heads it, "takes precedence of all other news."

London, July 20.—The Constantinople correspondent of the Morning Post says that the commander of the Russian gunboat Chernomoretz, which passed through the Bosphorus from the Black sea last Sunday morning, had a parley with the commander of the British gunboat Hussy while passing out of the Bosphorus, and that the Hussar's commander has reported the conversation to the British ambassador at Constantinople.

The Constantinople correspondent of the Standard says it is now stated that the Russian guardship Chernomoretz has gone to relieve a gunboat at the Piraeus. Other powers effect the relief of their guardships by sending vessels here to meet them. The correspondent continues: "The infractions of the treaties of Paris and London by the Smolensk and th St. Petersburg are causing astonishment. Only a month ago a British yacht was compelled to disembark two tow cannon before being allowed to pass through the Dardanelles."

THE VATICAN AND FRENCH REPUBLIC

Events Which Lead up to the Protest Against Loubet's Visit to Rome.

Rome, July 18.—From the highest sources it is learned that the Vatican's view of the situation between the Holy See and France is as follows: The Pope regards the dissolution of the condordat by France as absolutely certain. The pretext is that the Holy See before the visit of President Loubet to Rome called on Bishop Geay of Laval to resign. He refused and was summoned to Rome to answer the gravest charges.

The Bishop appealed to the French government, which claimed that the Holy See was infringing the condorat, but as the Bishop had not been punished, Foreign Minister Delcasse acknowledged that the Vatican was within its rights. However, while in the concordat itself there is nothing to show that the Vatican was not within its rights, Premier Combes differs with his colleague and bases his contention on the so-called organic articles which constituted an enlargement, an explanation of the concordat, made by the French government, and which was never acknowledged by the Holy See.

The Pontiff has firmly decided to proceed with the case of the Bishop, who, if he is not in Rome on the 28th inst., will be suspended.

The Bishop was invited by Pope Leo XIII. to resign and refused to do so, showing the case is one of long standing. At the Vatican it is absolutely denied that any other prelates are concerned in the question at issue.

MANSLAUGHTER CHARGED.

New York, July 19.—A charge of manslaughter was preferred against William T. Richards, the station agent at Midvale, N. J., and Ernest Keller, flagman on the excursion train which was wrecked on the Erie railroad near Midvale July 10th, by the public prosecutor at Paterson, N. J., today. Richards and Keller were held responsible for the accident, which cost sixteen lives and in which about fifty persons were injured, by a coroner's jury, which reported yesterday.

Rev. Mr. Swartout Was Drowned

Senior Presbyterian Missionary on West Coast Perishes Near Home.

Raging Waves Overwhelm His Frail Craft Entering Ucluelet Bay.

(From Wednesday's Daily.)

On the afternoon of the 11th of July the Rev. Mr. Swartout, senior missionary under the Canadian Presbyterian Mission board, was drowned, while nearing his home at Ucluelet, in a small sailing boat, returning from a visit to the Rev. Mr. J. R. Motion of Alberni. A piece of Rev. Mr. Swartout's boat was picked up some days afterward in Ucluelet bay.

On the home journey from Alberni Rev. Mr. Swartout was accompanied by a rancher whose place is ten miles south of Ucluelet. When this man was landed at his farm he stood on a rising ground watching the receding sailboat and its lonely occupant until they disappeared round the point north of his place. That was the last ever seen of the missionary or his boat until the piece mentioned was picked up and identified.

The Rev. Dr. Campbell received yesterday a telegram from Ucluelet apprising him of the melancholy facts, but giving scant details of the accident which has deprived the West Coast of Vancouver island of one of its most active agents for good.

The Rev. Mr. Swartout was a native of Brantford, Ont., aged 40 years. In his earlier days he was engaged in mercantile pursuits at Parkdale, Toronto. He had been for many years in this province and was considered to be one of the most useful missionaries under the direction of the Presbyterian board, by whom his loss is severely felt. Rev. Mr. Swartout was an authority on Indian lore. He was thoroughly conversant with the many dialects spoken by the West Coast and northern tribes; he knew their legends, traditions, wild tales and historical records as few men living know them.

It was largely owing to his mild restraining influence that the orgies of the potlatch sobered down in his district to an innocent festive gathering more and more orderly every succeeding year. The Indians looked up to the late missionary as a leader of men, and the reverend gentleman looked and acted well the part. His visits to the city were always looked forward to by the members of the newspaper press because he could furnish in a few minutes abundance of excellent "copy."

As already mentioned in the Colonist's column the late missionary was on more than one occasion prominently identified with life-saving work at wrecks which occurred on his part of the West coast. Few men could handle a small sailboat better than Rev. Mr. Swartout. He was a hardy and daring sailor, and had often been out in worse weather than that in which he met his death. The wind and sea on the Titi near Ucluelet were very high, with strong squalls off shore. It is believed that one of those gusts the missionary's small craft upset.

The Rev. Mr. Swartout leaves a widow and two daughters to mourn his untimely loss. One of the daughters lives with her mother at the family residence at Ucluelet; the other is at school in Toronto. The Presbyterian Missionary board will probably appoint a successor to the late missionary at once. All who knew the late missionary speak in terms of high praise of him, and say that his work along the West Coast among the Indians was of incalculable value, and that he will be long mourned by all classes in the district he did so much to improve with his ministrations. Themany friends of the Swartout family in this city were shocked to hear the news of the sad fate of the missionary. It is more than ten years since the Rev. Mr. Swartout went up to Ucluelet to begin his work amongst the Indians, and during that time he wrought a wonderful change amongst the people. It may be mentioned that he had often made the long and dangerous trip from Ucluelet to Alberni alone in a sailboat.

IN HANDS OF NEW PEOPLE.

Mollie Gibson Group Sold to a Wealthy Syndicate.

Bruce White has returned from a visit to Sherbrooke, Que., where he attended on the 5th instant the sale of the assets of the Mollie Gibson Mining Company, says the Nelson News. The property was sold on a judgment held by the Eastern Townships Bank for $23,400. It was bid in by Sylvester Jenks, of the Jenks Machine Company, acting as trustee for a syndicate of Sherbrooke, Port Arthur and Nelson capitalists.

It is understood that a new company will immediately be formed, to be known as the Aspen Mining Company, to operate the property. It will be organized on similar lines to the old Mollie Gibson Company.

The Mollie Gibson group consists of seven claims, which are located five miles up Kootenay creek from Mollie Gibson landing. The property is valuable. The smelter returns from the ore shipped gave $86,000 net after treatment charges had been paid, while the gross value was over $100,000. A great deal of development work has been done on the property and there are large reserves of ore in sight in the workings. The new owners will at once begin operations on the mine, and it is anticipated that a force of men will be put to work on it next week. At first the work will be confined to development, so that there may be a large tonnage on hand before shipments will be resumed. The new owners have ample capital with which to carry on the work.

The Mollie Gibson mine has not been operated since the disaster on Christmas Day, 1902, when a number of men lost their lives through a snowslide which overwhelmed the mine buildings. There was some indebtedness which might have been cleared up by this time had the mine been continuously operated. The bank to which the money was owing sued and got judgment and sold the assets of the company in order to satisfy the judgment.

The Mollie Gibson group, clear of debt and under new and progressive management, should soon be placed on a profit-making basis.

Sedro-Woley Won.

A despatch from Sedro-Woley, dated Sunday says: "Although the Everett team has been strengthened, they were defeated today by the home team in what proved to a slugging match. McManus is catching for the home team on account of Ford's broken finger. He assisted the home team by making a home run. The score was 8 to 3.

A magazine writer declares that President Eliot of Harvard "is conspicuously the foremost American orator of this generation as Wendell Phillips was of the last, and Webster of the one preceding. His prominence marks the changed temper of the public, which, though it may still be spellbound by revivalists and by political speakers, nevertheless trusts longest those who, like Mr. Eliot, address its reason and not its emotions. After 35 years all classes are more eager than ever to hear him. His voice alone, so rich, so cultivated, with its cello notes, sets him in a class by himself."

A BOODLING MINISTER.

Port Au Prince, July 19.—The minister of justice was questioned yesterday by a deputy in the chamber of commons as to the intentions of the government concerning one of the cabinet ministers who is said to be compromised in the issue of $200,000 in fraudulent securities of the National Bank early last year. The minister of justice will reply for the government today. The minister alleged to be compromised is M. Thezan, minister of the interior. The government hitherto has hesitated to execute the order of arrest issued against the minister by the magistrate who has been investigating the case. Public opinion and the sentiment of the ministers of the powers are in favor of meting out equal justice to all those who are inculpated in the bond frauds.

THE DUNDONALD INCIDENT.

London, July 19.—In the House of Commons today David Lloyd-George (Welsh Nationalist) moved an adjournment of the house to call attention to "Lord Dundonald's participation in political agitation against the government of Canada" while still an officer in the British army. Mr. Lloyd-George wanted the government to reprimand Lord Dundonald and prevent him continuing his agitation against the Canadian government. Winston Churchill seconded the motion and maintained that Lord Dundonald ought to have been recalled. War Secretary Arnold-Forster, on behalf of the government, deprecated the raising of the question, especially as the Canadian government had not mentioned the subject and was well able to take care of itself. Nobody, he said, had suggested that Lord Dundonald was guilty of anything beyond want of judgment, and he declined to express an opinion of the matter until Lord Dundonald, who had been requested to return home, had been heard in his own behalf. Lloyd-George's motion was negatived without a division.

The Day at The Capital

Solicitor General And Mr. Fielding at Variance on the Preference.

Senator Scott Is Charged With Having Burked Insurance Investigation.

From Our Own Correspondent.

Ottawa, July 19.—In the Senate today Mr. Landry charged that the whole trouble in the press about Bernier and his crew emanated from Gunner Laferriere from whom Bernier had confiscated some photos.

Sir Mackenzie Bowell severely scored Mr. Lemieux for his recent speech on preference before the Willesden Liberal Association. He said the sentiments expressed by the Solicitor-General were at total variance with Hon. Mr. Fielding's budget speech.

Some discussion took place on the unreliable nature of the information furnished by mercantile agencies, but Senator Scott said the government could not remedy the matter.

The insurance bill was considered in committee. Mr. McMullen slated Mr. Scott for endeavoring to burke an investigation into the affairs of the Mutual Reserve Fund Association. Mr. Scott hotly informed his follower that he was not going to be lectured by him.

Hon Mr. Bummerson gives notice of a resolution for the purchase of $800,000 Canada Eastern Railway.

It is proposed to foreclose the property of the Fredericton and St. Mary's Railway Bridge Company by reason of its making default in the payment of advances made by the government. The amount owing is $400,000.

The House was engaged all day in discussing Hon. Mr. Clifford Sifton's estimates and good progress was made.

ERIE MANAGER DEAD.

Cleveland, O., July 19.—J. C. Moorehead, former general manager of the Erie road, died suddenly at his home in this city today. He was about 65.

IMPROVED TOURIST CARS.

Tourist cars of a much improved type have been recently placed by the Canadian Pacific Railway Company on its Boston-Montreal and transcontinental trains.

They surpass in comfort the accommodation provided by any other company for the same class of passengers, and in essentials are the equal of the ordinary palace sleeping car.

They are large, airy and thoroughly ventilated, and are handsomely fitted, a mahogany finish having been given to the exteriors of the cars.

The seats are upholstered in leather, and are changed into comfortable sleeping berths at night, fully equipped with linen and bedding and large enough to hold two adult passengers. The seats are of the latest design and afford room for small baggage to be stored underneath.

Two separate ladies' toilets are at one end of the car. The men's toilet is at the other end and the smoking-room is arranged in the same way as on a first-class sleeping car. The toilets are fitted with mirrors, towel racks, and other requisites. They have nickeline tops, thus ensuring perfect cleanliness, and hot and cold water are laid on.

A kitchen is provided for those who desire to do their own cooking, though passengers on the tourist cars have, of course, the privilege of using the regular dining car attached to the train. It is fitted with a range, capacious cupboards for the storage of utensils and canned provisions of passengers, and a tank holding about forty gallons, which is kept filled with pure, iced water. Privacy for those cooking is gained by the closing in of the kitchen, which also prevents odors penetrating the body of the car. A door separates the passage on which the kitchen opens from the main portion of the car.

The floors at the ends of the car are covered with linoleum, and down the aisle with Wilton carpet, while acetylene gas gives abundant light for all purposes.

A competent porter is in charge of each car.

LE ROI IMPROVEMENTS.

Consulting Engineer Outlines Recommendations Proposed to Directors.

Rossland, July 19.—Fred. W. Bradley, consulting engineer with John H. MacKenzie, of the Le Roi Company, outlined today the recommendations by the firm to the Le Roi directors. They recommend the construction of a concentrator to handle two hundred and fifty tons daily, to be built immediately, adjoining the mine head works and employing the crusher and sorting bolts now in head works. Such a mill will treat the ore at less than a dollar per ton, and is estimated to cost one hundred thousand dollars. The plans will allow for the doubling of the capacity whenever it is deemed desirable to expend the funds necessary to bring in additional water. The idea is to break five hundred tons of ore daily in the mine, ship half and concentrate the balance. This entails doubling the present crew. Mr. Bradley says if the recommendations are approved in a reasonable period, there is no reason why the plant may not be started this fall and roofed in before snow becomes too heavy to interfere. It would be running eight months after construction started.

The Convalescent Home at Duncans

Interesting Paper Read at Meeting There of Kings Daughters.

Advantages to Be Gained By Its Establishment at Place Selected.

(From Wednesday's Daily.)

The following paper was read at the convention of the Order of King's Daughters lately held in Duncans, and is published with the hope of gaining help and sympathy for this proposed work, which has been undertaken by the order as a provincial institution:

Madame Chairman and Members of the Order:—Before detailing the probable working expenses, perhaps you will permit me first to say a few words as to the purpose we have in view in starting a Convalescent Home. It is to be a quiet place for rest and change after illness has obliged us to resort to the hospital for cure or relief. In many cases it is most inadvisable for patients to return home when the doctors have declared them well enough to leave, because some care and nursing may still be required before taking up the burden of life again. It very often happens that just the little care and attention required cannot be had at home, and it still oftener happens that rest is there, an impossibility.

Then, again, a complete change of air very often rapidly turns a convalescent into an ordinary healthy individual again. It is just this kind of help we propose to give in the Convalescent Home.

Then, again, we might easily be a great help and benefit to those who are not ill enough to go to a hospital, but still require a little nursing and quiet, which it is so difficult to get in our busy homes, to whom the absence of worry and the peaceful surroundings would be medicine enough to send them home infinitely refreshed.

There are many men, too, without families, working on the farms about this island coast, and at the mines, who might find the place just what they want when suffering from sprains, strains, colds and such light afflictions, which incapacitate them from work for a time.

Those who are closely connected with hospital work could tell us of many sad cases of patients sent away as convalescent, but utterly unfit for work, with no homes to go to, no friends to care for them, weak and hopeless. They could also tell us of cases sent away half cured, because the hospitals were full and their places required for more serious cases. Those are the people we want to help; to welcome and cheer them until they are fit to face the world once more; and it is to meet their wants that we are starting the home, which we sincerely hope will rise from a small and humble beginning to be a great institution in the province.

If many of us have no personal knowledge of such places, we have all heard how successful and how very beneficial they have been in the Old Country, and there is as truly great a need of such humanity in dealing with our suffering neighbors in this new land that we have made our home. I think you will all agree with me in thinking that our first effort in this direction must take a very humble form, if it is to be, ultimately, a great success.

The beginnings must be small until we have felt our way, and if we have to keep to our small beginning for many years, we must not lose courage and despair, for our object is undoubtedly good.

This neighborhood has been chosen as a suitable one for the home for several reasons. Everyone may not agree that these reasons are good, but they seem to appeal to the majority, we thought, and as we find, correctly, that a suitable site would be given to us by one of the farmers in the vicinity of the village; where, in a city, such generosity could not be expected.

Then all our hospitals are close to the sea, and the change inland would be decidedly beneficial to the patients and to many others, too, living in the towns on the coast.

And, lastly, there is a large circle of King's Daughters in Cowichan, both willing and able to devote their time to the care of such an institution which appeals strongly to the sympathies of all who live in their neighborhood.

From our circle we selected a special committee consisting of two housekeepers, a trained nurse and a lady conversant with such institutions in Eastern Canada, who were to draw up a statement of the probable cost of working such a home here on a humble basis. (They followed a detailed statement of expenses.)

In almost every case, we believe, the patients will be both willing and able to pay a small portion, or the whole proportion, of their share in the expenses, and many will pay so as not only to cover expenses, but to be a help to the home.

Signed) M. E. WILSON,
Convenor of Sub-Committee.

The Bisley Meeting.

Bisley, July 19.—In the "Secretary of State for War" match today at the 800 yards range, Private Perry of Vancouver put on eight bulls and two inners, his total score being 48 out of a possible 50. He is looked upon as a likely winner of a prize of £20. In the first stage of King's prize competition in 200 yards, Private Neil Smith of Stewart, Ontario, put on seven bulls.

FIGHTING OUTSIDE OF PORT ARTHUR

Reported Fort Containing Four Thousand Japanese Was Blown Up.

Chefoo, July 19.—A junk with eight Russians and 50 Chinese on board arrived here this afternoon, five days from Port Arthur. The Russians refuse to talk, but the Chinese say that on July 11th and 12th the Japanese captured and occupied with 4,000 men one of the eastern forts near Port Arthur. Before reinforcements arrived the Russians cut off the 4,000 troops in the fort and exploded mines, which resulted in the killing of every Japanese soldier there.

The Chinese report also that on the night before they left Port Arthur, a Russian torpedo boat sank a merchant ship near Port Arthur mistaking her for a Japanese transport. Fifty-seven Chinese on board the merchantman were drowned, but the entire crew of the steamer and a number of her Chinese passengers were rescued by the Russians. If this story is true the steamer in question probably is the Hipsing, belonging to the Hindo China Navigation company, which yesterday was forty-eight hours overdue from New Chwang and which was reported to have struck a mine. Local agents of the Hipsing say they believe the steamer has been lost.

WORLD WHEAT CROP.

Estimated Shortage For This Year Represents Large Amount.

Chicago, July 19.—The Daily Trade Bulletin today credits the United States with a wheat crop of 610,000,000 bushels, and claims that, reducing supplies to a minimum, the surplus for export may be 142,000,000 bushels. Exports last year were 121,000,000 bushels, and the average for the past fifteen years 170,000,000 bushels less than last year, while the amount of wheat in farmers' hands is 6,000,000 bushels less. In Europe, Argentina and afloat are 22,500,000 bushels more. According to the bulletin, the world's wheat crop for 1904 is 140,000,000 to 150,000,000 bushels less than last year. An increase in Asia, it is declared, will offset the decrease in the United States. The decrease is chiefly in Europe, and mainly Russia, Roumania, Austria-Hungary and Italy.

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NOTICE.

Respecting Coal and Petroleum Lands in South-East Kootenay.

NOTICE is hereby given that licences to prospect for coal and petroleum upon and under lands situated within Block 4,593, South-East Kootenay, will be issued forthwith to all persons who have made prior application, in pursuance of the provisions of the "Coal Mines Act" and amendments.

The fee for each licence will be $100, and all applicants who have not deposited accepted bank cheques to cover that amount are hereby required to do so without further notice.

Licences will be issued in the following form, viz.:—

"Mining Licence issued under the Coal Mines Act and Amendments.

"In consideration of one hundred dollars now paid under the said Acts, and subject to the provisions thereof, I, W. S. Gore, Deputy Commissioner, acting for the Chief Commissioner of Lands and Works, licence to enter, prospect, search and work for coal and petroleum (but no other metal or mineral) upon, in and under the lands that piece of mineral land situate in and forming part of Block 4,593, East Kootenay District, and described as follows:—

and not exceeding in the whole six hundred and forty statute acres.

"Owing to the number of applicants for licences to prospect for coal and petroleum, and the peculiar circumstances of these licences, and the well-known fact that the issuance has been unavoidably suspended for so many months, the Government of British Columbia finds it impossible to determine the equitable rights of the numerous applicants. Therefore, for the purpose of enabling all persons to go before the proper tribunal for the determination of their respective rights and priorities, this licence is issued and accepted subject to such prior rights of other persons as may exist by law, and the date of this licence is not to be taken or held as in any sense determining such priority, and further it shall not be taken or held to waive enquiry by the Courts into the proper performance of all conditions precedent as between adverse claimants; and further, on the understanding that the Government shall not be held responsible for, or in connection with, any conflict which may arise with other claimants of the same ground, and that under no circumstances will licence fees be refunded.

"And the holder hereby waives any claim or demand against the Government, and expressly agrees not to take any steps or proceedings, or present any petition, to enforce any alleged claim or demand against the Government of the Province of British Columbia arising out of the issuance of this licence or of any other matter or thing appertaining thereto.

"The land being under reserve from preemption and sale this licence does not include any right other than the right to prospect for coal and petroleum.

"The duration of this licence is for one year from the ....., 190..

"Deputy Commissioner of Lands & Works.
"Lands and Works Department,
"Victoria, B. C., ..., 190..."

R. F. GREEN,
Chief Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B. C., 6th June, 1904.

TAKE NOTICE that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands in Bella Coola: Commencing at a post marked J. Simister's S. E. corner, thence north 11 chains, thence west 80 chains, thence south to the shore, thence following the shore east to point of commencement; containing 22 acres more or less.

J. SIMISTER.
Bella Coola, June 1, 1904.

In the Matter of the Estate of William Howard Harris, Deceased, and in the matter of the Official Administrator's Act.

Notice is hereby given that by an order of the Supreme Court of British Columbia, made by the Honorable Mr. Justice Drake, dated the 6th day of July, 1904, I, the undersigned, was appointed the administrator of the estate of the above-named deceased. All creditors of the estate of the said deceased are required on or before the 6th day of August, 1904, to send particulars of their claims to me duly verified, and all parties indebted to the said estate are required to pay such indebtedness to me forthwith.

Dated at Victoria, B. C., the 7th day of July, 1904.

WILLIAM MONTEITH,
Official Administrator.

NOTICE.

Thirty days from date I intend making application to the Chief Commissioner of Lands and Works for a 21 year lease of the following timber lands:

Commencing at a post adjoining the Western Pulp and Lumber Company's reserve on the North side of Mud Lake, tributary of North Thompson River, thence following the bank of said lake round to South side, adjoining said reserve, taking one and a half miles in width, containing about five square miles.

Also commencing at a stake on the East bank of Raft River about six miles from the mouth and about half mile from East branch of river; thence North two miles, West one mile, South three miles, East one mile, North one mile.

D. C. CRAIG.
Kamloops, June 21, 1904.

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