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HOW THE DAWSON RATE WAR STARTED

SMALLER COMPANIES OPPOSE RAILWAY LINE

Cottage City Crowded With Passengers —Tosa Maru Arrives—Sealing in Behring Sea.

Dawsonites who have been benefiting by the rate war now in progress between the different transportation companies of the north were represented in strong numbers on the steamer Cottage City which arrived from Alaska last evening. There were 200 passengers in all, only a small proportion of whom were tourists Crowds are coming out from Dawson by every steamer arriving at White Horse. Before the Cottage City left Lynn Canal the Clifford Sifton reached that port with 180 passengers; the Victorian with 130, and other steamers were on their way with equally large numbers.

The Dawson Sun says:

"Just now it is possible to go to White Horse, with meals and berths included, for as little as the cost of living would be if the passenger remained in Dawson. The Merchants' Transportation Company is making a rate of $25 first class and $20 second, with the tickets transferable and good for passable any time between now and October 1st. Frank Mortimer, representing the Casca and the Clifford Sifton, predicts that the ruling rates from now to the close of the season will be $30 and $20, and he is making that rate now. The same is being done by the management of the steamer Tyrrell.

"The dissatisfaction of the smaller lines with the way they had been treated by the White Pass since entering into the combine, grew so pronounced that it was evident to the members that the combine could not last. They held a meeting and decided to call it off. They voted to remit to each of the lines the $1,000 cash bond, and all are left free to cut rates to their hearts' content. Mr. Rogers, of the White Pass, was told by telephone that his company's money would be returned.

"The agreement had some elements that make it interesting to study the amount of business foresight possessed by the White Pass when it went into the combine, and especially to afterward sit back with arrogance and presume to dictate to the others. The agreement was that each line represented should deposit $1,000 as a forfeit that there would be no more rate cutting. Each representative taking part had a vote, and as large a one as each other delegate. The White Pass did not control the combine, nor more than a fourth or fifth of it, yet its local manager pretended so.

"The first symptom of a dissolution came when the Zealandian went on the Eagle City run to take the little business there away from the Tyrrell people. This was even done at a loss. The management of the Tyrrell had to retaliate. The Tyrrell had long ago, and before the best White Pass boats were built, been on the White Pass route, and had the perfect right to tackle it again. Not being in any combination, the Tyrrell had the right to make her own rates. Other members of the combine wanted the White Pass to right the wrong it had committed by going into the territory of the Tyrrell. The White Pass was arrogant and refused. That was the direct cause of the present rate war. But that was not all. The opposition lines have ever been the heaviest shippers over the White Pass railway. Many a time they asked for some slight reduction or a traffic arrangement, but invariably have been compelled to pay the same as the smallest shipper.

"Then when the Tyrrell made her cut it was agreed that the White Pass should send the Columbian out against her as the boat making the fight for the whole combine. The Columbian made one trip at great profit, and Manager Calderhead, of the La France and Thistle, wanted to send out the next cut rate boat. The White Pass would not be 'wronged' in this manner. It was necessary for it to have the exclusive right to send out cut rate boats, and the others were to stand by and look on. Manager Calderhead would not stand for this abuse of the agreement, and the other lines would not agree to stand mute during the progress of such a game.

"The Calderhead boats each are licensed to carry 140 passengers. The Tyrrell carries 150 and the Sifton and Casca carry like numbers. With these carriers busy it will take pretty low rates to give the White Pass anything to do.

"As a result the advertisement by the Merchants' Transportation Company that rates would be $25 and $20 a number of speculators began to buy. Harry Jones and Charles E. Miller, of the Merchants' Cafe, bought the first tickets. Neither one will probably use them, but as they say, the tickets will be sure to go up at the end of the season, and they expect to sell at a profit. Many men who contemplate going out are purchasing tickets now to be sure and get the benefit of the cut rate, as rates are likely to advance later."

Tom Roust, a recent arrival at Dawson from Nome, reports the discovery of coal twenty miles from Candle creek. The vein of coal that Mr. Roust has located is fourteen feet wide and dips into the earth at an angle of 90 degrees. The samples he displayed indicate that it is a good article of lignite. He says it burns freely and makes a hot fire. He has thirty tons on the dump, and while in Dawson purchased 150 pounds of dynamite, and intends to supply Candle with fuel next winter.

A miners' organization has recently been effected in Dawson. Up to the last reports received there was a membership of 25 men.

BEHRING SEA SEALING.

Although engaged in sealing since the first of the month, the Victoria sealers operating in Behring sea have not yet been heard from. Governor John G. Brady, of Alaska, has returned to Seattle from a trip through the sea islands. In an interview given the Seattle Post-Intelligencer, the governor is quoted as saying:

"The steam schooner Brunswick is on her way to San Francisco with the 'government' catch of 22,000 sealskins from the Pribiloff islands. This represents the season's work at the islands on the part of the boats of the lessees of the sealing privileges. There is no means of telling what the pelagic sealers have done.

"During the season there were twenty-six combine boats on the sealing grounds, two independent boats and eighteen Japanese.

"The number of skins taken this year is about the same as that of 1901, but it shows a marked falling off from the days when the Alaska Commercial Company had the sealing privileges. Then as many as 100,000 skins were taken in the season. Pelagic sealing has destroyed the rookeries, for the females in feeding often go far beyond the sixty-mile limit, some of them even going 200 miles to sea. This leaves the pups unattended on the rookeries, where they die."

Gov. Brady will deal with the question in his annual report, which will be ready about the 1st of October.

TOSA MARU IN PORT.

The third Oriental liner in port this week, the Tosa Maru, reached the ocean docks this morning from the Far East, 13½ days from Yokohama. Following the Empress of China so close, the Tosa brings no recent Oriental advices. She brought for Victoria 53 tons of freight and 40 Chinese. For Seattle she has a big freight and 80 Japanese, but no saloon passengers.

TREASURE SHIP LIBELED.

The schooner Herman, which sailed from San Francisco about the middle of last month on a reputed treasure trip to the South Seas, is in deep trouble. As soon as she arrived at Honolulu libels aggregating $300 for supplies furnished were levied against her, and Collector Stackable fined her $100 for leaving this port without clearance papers. The Herman left Honolulu with papers for Sydney, but before leaving Captain Brown was careful not to disclose any of his plans in regard to the hidden treasure. The news that the Herman had been libeled has created no small amount of uneasiness among the San Francisco stockholders.

GOT SIX WEEKS FOR STEALING HATCHETS

Inmate of Old Men's Home Errs and is Punished—Sly Indian in Toils of Law.

A couple of thefts have been reported to the police lately, and in each case the offender has been brought before the magistrate. On Wednesday, or earlier, one of the inmates of the Old Men's Home, James Tallyard by name, stole a couple of hatchets and disappeared. The police were notified and Sergt. Walker gathered in his man with one of the implements in his possession. He had disposed of the other for chewing tobacco. In the police court this morning he was convicted and sentenced to six weeks' imprisonment. He was removed to the provincial jail shortly afterwards.

This is not Tallyard's first experience with the machinery of the law. Eight or nine years ago he was arrested and convicted of obtaining money under false pretences, as the result of a mining deal which he promoted. He represented to his victims that a certain property owned by him in Lillooet was exceptionally rich, and on the strength of his representations he made the sale. Investigation found the claim wasn't worth salt, and the fleeced ones determined to have Tallyard's scalp. The latter skipped out and boarded one of the Australian liners at Vancouver in an effort to escape to Honolulu. A Terminal City officer, however, saw him and took passage on the same boat, handing Tallyard over to the Victoria authorities when the boat arrived here. For some time past he has been an inmate of the Old Men's Home.

An Indian named French attempted a slight-of-hand performance at Bittencourt's old curiosity shop yesterday afternoon. He got a few articles legitimately, but coveted a coat that was hanging within reach, so he added it to his collection in a very quiet, and, as he thought, a successful manner. The theft was detected and the police informed. Detective Perdue and Constable O'Leary went on the case, struck the scent, followed the trail and shortly afterwards landed their aboriginal quarry with the stolen coat on. Neither of the officers were in court this morning, so the case was remanded until to-morrow. French in the meantime is enjoying the seclusion of the police station.

A first offender on the charge of drunkenness was fined $2.50 or five days' imprisonment.

LADIES' COLLEGE.

Victoria is shortly to have added to its institutions of learning two colleges which will fill the proverbial "long felt want" in this community.

One of these is the Alexandra College of Music, which is being launched here through the indefatigable efforts of Mrs. Dennis Harris, who has already secured the services of a brilliant staff of professors, thus insuring to the residents of this city the facilities for musically educating their children. This institution has been described in previous issues of the Times.

In the past the need of some institution where young ladies could be educated has been even more urgently felt than that for a musical academy. This drawback is to be overcome this fall by the establishment in Victoria of a Ladies' College for the education of young women. The college will be thoroughly modern and well equipped, and its promoters contemplate providing instructions in all branches.

The principal of the college will be Rev. Jos. McCoy, who is now up country, but who will be here in a day or two to select a site and make all arrangements. The fact that the college will be under the direction of a gentleman of Mr. McCoy's attainments is sufficient assurance of the excellent standard which will be set.

BOARD OF TRADE COUNCIL MEETING

THE SOUND STEAMSHIP SERVICE QUESTION

And Other Matters Discussed This Morning—The Forthcoming Exhibition at Capetown.

The regular meeting of the council of the board of trade was held this morning. President McQuade occupied the chair, and there were present J. A. Mara, S. J. Pitts, Ald. Grahame, C. E. Todd, Ald. McCandless, D. R. Ker, J. G. Cox, G. H. Burnes, W. T. Oliver, C. H. Lugrin, R. Seabrook and the secretary, F. Elworthy.

Mr. Pitts reported for the committee on the improvement of the Sound steamship service that nothing decisive had yet been done, and recommended that the matter should be laid before the C. P. R. Company. The committee had interviewed Mr. Peabody without very satisfactory results.

Mr. Lugrin quoted some figures to show that a good service between Victoria and the Sound cities should pay well.

Mr. Mara expressed the opinion that unless the Alaska SS. Company took the Dolphin off the northern run and put her on the Sound route the company had no boat suitable, and they could not afford to lose their northern trade. He did not consider that even the Dolphin was the most suitable kind of steamer for the Sound service, which required an attractive tourist boat.

After further discussion Mr. Pitts moved that:

A communication be sent to the C. P. R. Company expressing that, in the opinion of the board, the time has come when the Sound and Victoria steamship service should be in the hands of a home company, and that if they will put a suitable line of steamers on the route this board will promise its hearty support and co-operation.

The following letter was received and filed:

Tacoma, Wash., August 21st, 1902.

Mr. F. Elworthy, Secretary Board of Trade, Victoria, B. C.:

Dear Sir:—Our board of trustees acted upon the matter of a steamship service between this city and Victoria. A committee has been appointed to take charge of the matter, and they will proceed to act at once and vigorously. The chairman of the committee will interview Mr. Oaks to-day. Our committee suggests that your shippers act together and act as a unit. The biggest article of freight to Victoria is wheat and feed, which is purchased from Tacoma dealers, but on account of the steamships are shipped from Seattle. Your people, of course, have the routing of this freight. If Mr. Oaks would understand that it would be routed by way of Tacoma and by a boat running from Tacoma, you would be able to worry him a great deal on this. We have opened correspondence with parties in San Francisco for a suitable steamship for this route; better, faster and more suitable than either of those now on the run, and it can make the round trip daily. We understand, of course, that you desire the steamer to stop at other Sound cities, and we have that end in view. On the other hand, we wish you to insist that whatever concessions you may receive, the steamer must make a daily trip to Tacoma.

Kindly keep us advised from your end and we will do the same from this.

Very truly,
TACOMA CHAMBER OF COMMERCE,
J. S. WHITEHOUSE,
Secretary.

A communication was received from the Voters' League suggesting that the committee of the board appointed to inquire the best means of increasing settlement on the arable lands of the island should co-operate with the committee of the Voters' League dealing with the same subject. The letter was referred to the committee, which will meet tonight.

The following report from the special committee on the improvement of the harbor was read:

In compliance with your communication, dated August 22nd, we, the undersigned members of your committee on harbors and navigation, attended a meeting held at the city hall. Present, His Worship Mayor Hayward and members of the city council and a committee of the Voters' League of the city. The necessary improvements to Victoria harbor were ably discussed, and many valuable suggestions made. As it was impossible at a preliminary meeting such as was held to decide on a definite line of action, it was agreed on by motion to the meeting to appoint sub-committees from the different bodies assembled to meet and formulate a plan of necessary improvements and to submit same to a meeting to be held in the city hall on Thursday, Sept. 4th, at 8 p. m. Committees were appointed, consisting of three members each of the city council and Voters' League, with a request that the B. C. board of trade also appoint a committee of three to assist in drafting a report to be presented through our city's Ottawa representatives to Colonel Anderson, superintending engineer of the department of marine and fisheries, upon his arrival in Victoria.

Yours truly,
JOHN G. COX.
CHAS. E. CLARKE.

Herbert Cuthbert wrote from Winnipeg that there were scores of builders waiting for lumber and shingles in Calgary, Regina, Brandon, Winnipeg and other cities in the Northwest and Manitoba, and that there was a splendid opportunity for the British Columbia lumber mills to ship to those parts. He also referred to the possible development of the fruit trade, and stated that the people of the Northwest preferred British Columbia fruit on account of its superior flavor, but that it was necessary that it should be scientifically packed.

Wallace Grime, of Atlin, wrote suggesting that a copy of the Tourist Association's publications and the board's card re the purchase of gold in Victoria should be sent to each of the miners at Atlin just prior to the close of the season. Mr. Grime continued: "I wish to draw your attention in the strongest possible manner to the very poor accommodation in the way of restaurants that Victoria at present affords her visitors. There is not a really first-class restaurant doing business in your city, and I have had complaints from numerous people to whom I have 'talked Victoria.' By last mail I received a very warm protest on the subject from a gentleman on Puget Sound, who was recently in Victoria."

The letter was received and the restaurant question was referred to the Tourist Association.

The following letter was received from the W. P. & Y. Company:

Victoria, 18th August, 1902.

F. Elworthy, Esq., Secretary Board of Trade, Victoria, B. C.:

Dear Sir:—I beg to acknowledge your letter of August 16th, re closing of the business office of the White Pass & Yukon route. I have received instructions to close this office on September 1st, and it will hardly be possible for your board to have an interview with our manager before above date, as he is in the North with other officials and is not expected to return until the close of navigation.

I will forward your letter to the traffic office in Seattle, and they will no doubt forward it to Mr. Newell, vice-president and general manager.

Yours truly,
J. H. GREER,
Comm. Agent.

The following letter from the manager of the British and Colonial exhibition to be held in Capetown, South Africa, from November, 1903, to February, 1904, was received, and referred to the press for publication, after which the meeting terminated:

Knowing the very great interest your chamber take in all matters that will forward the trade of this country, I have pleasure in drawing their special attention to the above exhibition which I hope they will at once see is a unique chance at such an opportune moment of forwarding the interest they so much desire, and shall therefore be glad if they will draw the attention of their influential members to same, in the manner they may think fit. The list of patrons shows that this exhibition is in every way most favorably received and desired in South Africa, and the chamber of commerce there have not only given their patronage and support, but appointed an advisory board who have powers to do all they can to forward the great South African trade in connection with the exhibition, and at the same time benefit the British Empire. The whole of the necessary capital has been arranged for so that no financial support is required, and the numerous complimentary letters, enquiries and applications that are being received daily is sufficient guarantee that this exhibition will be the most popular ever yet held in the British Empire, and it is most gratifying to see the editorial notices appearing from time to time in leading papers and their unanimous opinions as to the utility of this exhibition at such an opportune moment. I therefore hope that on my return to the Cape I shall be able to announce the fact that your chamber have decided to co-operate with us and so advance the interest of the great trade of South Africa. I shall be pleased to supply you with any printed matter for distribution on receiving favorable reply, in fact I am sending you a few of the preliminary letters referred to and will gladly forward you prospectus that will be ready on and after Sept. 1st, if you will let me know the number you will require, and as no doubt this letter will come up at your general meeting perhaps you would be good enough to include it in your notice to press.

ADDRESSED THE UNION.

Dominion President Meets Members of the Local Branch Yesterday Afternoon.

The home of Mrs. Capt. Grant yesterday afternoon was the scene of an interesting and pleasant gathering, when the members of the W. C. T. U. met for the first time in the capacity of a union, with their Dominion president. The rooms were decorated with white flowers and filled with happy, interested women, who listened to Mrs. Rutherford for fully an hour. She spoke to them of the wide world organization to which they belong, particularly of the work of the Dominion organization and the probability in the near future of the Dominion convention being held in British Columbia. The conditions of the work in the various provinces, its different departments of work, were also touched upon, special mention being made of the literature depository located at Toronto, and the good work it is accomplishing.

Mrs. Rutherford also alluded to the blessing in the lives of women which the W. C. T. U. has been, what the coming into touch with each other has meant to the women who have taken up the work, of the beautiful characters which have been developed, and the lives which have been moulded into "channels of mercy" through the influence of the W. C. T. U. She urged upon the local workers to extend great sympathy and a kindly thoughtfulness to their provincial and Dominion officers.

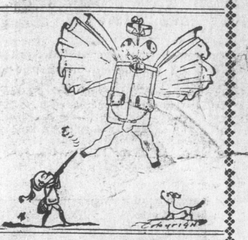
A large number of subscribers were secured for the Woman's Journal, which Mrs. Rutherford edits, and at the close of the address the meeting became an informal one in order that the ladies might have the privilege of meeting Mrs. Rutherford personally. After an enjoyable time, during which the kind hospitality of the hostess was enjoyed, the meeting adjourned. Next Monday afternoon at 4 o'clock, at the residence of Mrs. D. Spencer, Mrs. Rutherford will meet the young women of the city who are desirous of organizing a Young Woman's Union. To this meeting a cordial invitation is extended to all young women.

Rear-Admiral Higginson's fleet of warships is anchored at Martha's Vineyard, Mass., making final preparations for the second series of manoeuvres.

"THOUGHT IT MEANT DEATH SURE."—Mrs. James McKim, of Dunnville, Ont., says of her almost miraculous cure from heart disease by Dr. Agnew's Cure for the Heart: "Until I began taking this remedy I despaired of life. I had heart failure and extreme prostration. One dose gave me quick relief and one bottle cured me. The sufferings of years were dispelled like magic." Sold by Jackson & Co. and Hall & Co.—3.

Business Change Sale.

Boys' Suits and Blouses, Half-Price for cash. Boys' Bathing Trunks, 5c pair. Big Bargains for Cash Buyers in Flannel and Business Suits, Straw Hats, Panama Hats, Canvas Hats, Etc., Etc. . . . . .



B. WILLIAMS & CO., 68-70 YATES STREET

SEALERS LOST IN THE BEHRING SEA

FOUR DAYS EXPOSED IN AN OPEN BOAT

Finally Driven on St. Paul's Island in a Starved and Exhausted Condition.

Driven ashore in a storm on St. Paul's island after losing their schooner and being four days with little food or water in an open boat, has been the ill-luck of a boat's crew belonging to a Victoria sealing schooner hunting in Behring Sea.

Soon after the vessel started in operation on the first of the month her boats were lowered and, as is customary, struck out in different directions from the schooner in pursuit of seals. As evening came on one failed to return. Its occupants, of whom there were three, had taken a few crackers and some little water, sufficient for the day; but had no provision for remaining out. They had lost their bearings in the excitement of the hunt, and before they had time to ascertain their position were doubtless shut in by one of those impenetrable fogs for which the smoky seas are notorious. Surrounded by darkness the unfortunate men doubtless found themselves in a most bewildered condition, and as day followed day their dire position can be well imagined. They had to face privation from the beginning, which added greatly to their misery, and after the first 48 hours' exposure were becoming weaker and weaker. The news of their misfortune has been brought from the north by Governor Brady, of Alaska, who, as stated elsewhere in this issue, has just been inspecting the seal rookeries of Behring Sea. The boat's crew were driven on to St. Paul's island in a gale of wind, while he was visiting there.

"The men were in a destitute condition and nearly starving," he says; "They had several pelts with them and there was strong ground for believing that they were poachers. They were cared for by the authorities. The men had been away from their vessel in a storm for four days and had only half a cracker and a little brackish water left. They had had no food or sleep for three days and were in a very bad condition. There were two whites and an Indian. A man by the name of Wilson was in charge of the boat, being mate of the sealing schooner. They denied that they were poachers."

Governor Brady did not recall the name of the schooner from which the boats came, but from information derived at the Victoria Sealing Company's office in this city it is thought that the boat came from the Carrie C. W., she having a man named Wilson as mate. There are Wilsons on other vessels of the fleet, but the one in question being mentioned as mate identifies him as belonging to the Carrie C. W.

From St. Paul's island it is thought that the crew will be taken to Unnalaska by the first steamer, and from there taken home by one of the home-bound sealing schooners. The suggestion made that the crew were poachers is ridiculed by local sealers or by any who are familiar with the sealing industry and who understand how easily it is for a boat to get lost, especially in Behring Sea. One or more such misfortunes happens to the sealing fleet almost every year.

SMELTER AT FERGUSON.

Another Test Will Be Made Next Week —Mining Operations.

Great interest is felt here, says the Ferguson correspondent of the Nelson Daily News, regarding the new smelter, in connection with which it is expected another trial will be made about the end of next week. If it is successful it will undoubtedly lead to the installation of similar plants on many properties. The first trial run could hardly be regarded as a success, but this was owing to part of the draft apparatus not having arrived with the rest of the machinery. A quantity of ore was successfully run through and the minerals extracted, but owing to the causes above mentioned the process was very slow.

When in full running trim the capacity of the smelter will be 30 tons per day, either lead or copper ore. The location of the smelter is good, it being a short distance to the eastward of the town, on a bench from which the slag can easily be conveyed to a gulch close by. Water is conveyed by a flume from a small creek at a point 800 feet up the mountain side from the building.

The Metropolitan Mining Company, who are operating the Triune, from which the ore at first used in the smelter will be brought, is installing a Halliday gravity tram, from the mine, for a distance of a mile and a half to the wagon road leading to the smelter, six miles away.

The ore on nearly all the properties in this vicinity is extremely high grade, the shipping ore heretofore from the Triune having been sorted up to a value of $300 per ton. The ore now being got ready for shipment is partially sorted, and runs from $150 to $160 per ton. Of this ore there will be enough to allow the smelter to run about ten days of each month, and it is expected, if the enterprise proves successful, that enough will be received from other properties in the camp to allow of steady operation. Coke from Fernie is now being brought in as fuel for the smelter, and if the ore can be treated at Ferguson at a rate much lower than the shipping and treatment charges to outside smelters heretofore, the company operating it will have contributed greatly to the opening up of the camp.

Seventeen men will be the force engaged on it when all is in running order.

On the Nettie L. group, situated not far from the Triune, a force of 50 men is at present employed. Preparations are being pushed for the erection of a concentrator, the machinery for which is being brought in by Trout Lake over the new line. A tramway is also being built to bring the ore down across the basin to the road from where it will also be shipped. On the Silver Cup, and other properties, everything is progressing satisfactorily, and by next spring the camp should have a good payroll, and be employing a large number of men.

At Camborne some work is being done on the Eva and a number of the smaller properties in the neighborhood.

A mile and a half above Camborne, on the shore of Fish river, is the new townsite of Goldfields, half of which was recently acquired by the Northwestern Development Syndicate, with headquarters at Nelson. The Camborne mine is situated less than half a mile from Goldfields, and enjoys the distinction of being one of the few mines which are situated at the foot of a mountain, the mine buildings being at the end of the wagon road on the flat through which the Fish river runs. A sawmill is being erected to saw lumber for the mine and for Goldfields. A. H. Forster, consulting engineer for the Northwestern Development Syndicate, who arrived last week at the mine, is surveying a tramway and other work for the company.

A NEW STEAM FERRY TO BE CONSTRUCTED

Tenders Are Being Invited by Victoria Terminal Railway Co.—Must Be Ready by April.

The Victoria Terminal Railway Company are calling for tenders for the construction of a steam car ferry for service between Sidney and the Mainland. As will be recalled this was provided for in the by-law passed by the ratepayers of this city last year. The steamship is to be capable of being operated at a regular and uniform rate of speed of not less than fourteen miles an hour, and shall be fitted so as to carry on each trip at least eight loaded freight cars of standard gauge, and of a load capacity of not less than thirty thousand pounds each. It shall also be provided with suitable accommodation for at least four hundred passengers.

The tenderers must agree to complete and put in operation the steamer, on or before April 20th of next year. They shall be required to give bonds in a sufficient penalty to secure the building and equipment of the ship within that time. The company does not, however, bind itself to accept the lowest or any tender. Tenders must be addressed in writing to the Victoria Terminal Railway & Ferry Co., James Anderson, manager.

The plans and specifications may be seen at the office of the company any time between 10 o'clock in the forenoon and 3 o'clock in the afternoon. They arrived from the draughtsman to-day. They were drawn up in this city, and are designed according to the directions of the management. Eastern models will not be closely followed in construction, because there are some features about the ferries in operation there which would be impracticable in the service contemplated. In the first place the steamship which will ply between this Island and the Mainland must have less draught than those on the lakes, because she will be required to run up the Fraser. In other particulars also the new ship will be altogether different from those operated in the East. It is to be constructed in this city, which will be another substantial addition to the large number of ships to come into existence in Victoria yards. Verily, Victoria as a shipbuilding point is forging rapidly ahead.

—The 123rd drawing for an appropriation of the Vancouver Building Society will be held at the society's office, 53 Wharf street, on September 8th at 8 o'clock.

THERE ARE TWO NEW SCHOOL DISTRICTS

Boundaries Defined in This Week's Issue of the Official Organ — General Announcements.

More openings for teachers. Two new school districts have been created, and all are on the Island. They are Crofton and Minto.

The boundary of the Crofton district, according to last night's Official Gazette, has been defined as follows: Commencing at the northeast corner of section 2, range 10, Chemainus district, being a point on the seashore; thence due west to the northwest corner of section 2, range 9, of said district; thence due south, following the range lines to the southwest corner of section 18, range 1, Comiaken district; thence due east to the southeast corner of section 18, range 5, of said district; thence northerly and westerly, following the shore line to the point of commencement.

The following are the boundaries of the Minto district: Commencing at the northeast corner of lot 28, Comox district, being a point on the seashore; thence westerly, following the boundary lines of lots 82, 153 and 152, to the northwest corner of lot 152, of said district; thence south to the southern boundary line of township 11, Nelson district; thence east along said boundary line to the seashore; thence northerly and westerly along the shore line to the point of commencement.

The Maple Bay, Union Bay and Alberni districts have been redefined.

There is more about schools in the Gazette. Tenders are invited for the erection of a one-roomed schoolhouse at Beaver Creek, Alberni, and will be received up to September 10th; also for certain additions to the schoolhouse at Ganges Harbor, to be received till September 10th.

The owners of four dairies, one at Steveston and three on Lulu Island, have been refused the usual certificates under provisions of the "Contagious Diseases (Animal) Act," owing to "dirty byres."

Courts of Revision of voters' lists are announced as follows: Victoria city and Esquimault districts, Monday, Nov. 3rd, 10 a.m., in the court house; Cowichan, 11 a.m., in Duncans court house; Chilliwack, at that place at 10 a.m.; Yale, at 10 a.m. at Ashcroft; Revelstoke, 12 o'clock noon, at Revelstoke; New Westminster, 10 a.m., in the Royal City.

The following companies have been incorporated: Hedley City Townsite Co., Ltd.; capital, $10,000. Mon On Co., Ltd.; capital, $150,000. Northern Lumber, Ltd.; capital, $25,000; Revelstoke Athletic Association, Ltd.; capital, $5,000. Rossland Power Co., Ltd.; capital, $100,000.

The appointment of the commission to inquire into the Fernie disaster also appears in the Gazette, as does the appointments of Jno. W. Mogg, to be a justice of the peace, and Francis G. Richards, sheriff, to be registrar for the purpose of the "Marriage Act."

NEW BOOK OF VERSE.

Capt. Wolley Has a Volume in Press in London.

Admirers of the robust verse of Capt. Clive Phillipps-Wolley will be pleased to hear that his more recent efforts are to be brought out in a form in which they will be more easily preserved than as fugitive contributions to contemporary publications.

The big London publishing house of Smith, Elder & Co. have collected Capt. Wolley's recent poems and have them now in press, whence they will issue in time for the autumn book trade. The company have taken the unusual step of publishing these at their own risk, thus relieving the author of any liability.

The book will contain many of the author's best known efforts, including "The Sea Queen Wakes," "Our Sacrifice," "To Britain's Grand Rounds" (written for the London Times), and other favorites. About half of the verses in the work have not been published hitherto.

The title of the collection will be "Songs of an English Esau," and most of the poems will deal with Canadian and Imperial themes. The volume should have a wide sale in Victoria, where the popular author resides and where some of his most ardent admirers dwell.

FIRE AT METCHOSIN.

The residence of A. J. Fraser, Happy Valley road, Metchosin, was burned to the ground yesterday at noon.

Fire was discovered in the roof, starting no doubt from a spark from the chimney, at 11.30 a.m., and in a few minutes the entire house was in flames. Only a few articles were saved from the ground flood and nothing from the rooms above. The building and contents were insured for $400. The entire loss is estimated at from $800 to $1,000.

CATARRH FOR TWENTY YEARS AND CURED IN A FEW DAYS.—Hon. George James, of Scranton, Pa., says: "I have been a martyr to Catarrh for twenty years, constant hawking, dropping in the throat and pain in the head, very offensive breath. I tried Dr. Agnew's Catarrhal Powder. The first application gave instant relief. After using a few bottles I was cured. 50 cents. Sold by Jackson & Co. and Hall & Co.—4.