

VICTORIA MUST BE GREAT PORT

Is Opinion of Visiting English Railway Manager--Discusses Possibilities of Future in Most Optimistic Vein.

(From Wednesday's Daily.)

"You have got the jumping-off place but not the railroad facilities," said Henry Holmes, superintendent of the London & Southwestern railway this morning.

Coming from one who has evidently studied the present fight for Oriental trade, this phrase is most significant. With an unbiased mind he has looked into the strategic position of Victoria and spoke with conviction when asked generally as to the city's future prospects.

"All your city wants is railroad connection with the mainland," he continued. "Seymour Narrows" suggested the reporter.

"Yes, that's where I mean, the strait half way up the island," replied Mr. Holmes. "There are no engineering difficulties anywhere that cannot be met with energy, time and money. And it is certain that the final big port of the North Pacific will either be on Vancouver Island or on the mainland to the north. Though I was struck with the energy and enterprise of Vancouver, I cannot imagine that the Canadian Pacific intends ultimately to keep it as an ocean terminal. To me the channel from the open sea to that point appears most intricate. Victoria appears to me a place of tremendous possibilities." And here Mr. Holmes pointed out graphically that this city occupied with its island situation almost the same position as London, and again called Victoria "the jumping-off place."

When asked as to his opinion of the C. P. R. Mr. Holmes was equally frank and enthusiastic. He has evidently conceived a great love for Canada. What he and his fellow travellers think of the province and city will appear later on.

"The Canadian Pacific is a tremendous enterprise," he continued. "From an engineering standpoint it is a wonderful piece of work. Take the Loop of the Illecillewaet and the work through Rogers Pass, for instance. Both these show the great ability and enterprise. In fact, from one end to the other the road is a great artery opening up Canada. The road bed is particularly good. Of course, construction in a new country like Canada is easier than where one is cramped, as in England. Here the builders use all the room they require. That makes tunnelling easier. The curves do not have to be so abrupt, and this fact explains why you have such big railway carriages. In England we cannot use them over 60 ft. long, while the C. P. R. have them of 85 feet. If we used these in the Old Country one end would be touching the side of the tunnel on a curve.

"While on a single track like the C. P. R. trains, every 2 1/2 minutes, like we have, are an impossibility. I can say the best possible under the circumstances. Enormous engines, long trains of cars and many miles without a stop are possible through Canada, and the big Canadian road has taken full advantage of it.

"Not only from a patriotic but also a business point of view, I am glad the C. P. R. has got the contract from the British government for the Oriental mails. It is the only British route. And the C. P. R. is a great company. We came from Liverpool to Quebec in the Empress of Britain, one of the best steamers I ever travelled on. It is a great thing for one company to take charge of a passenger at Liverpool and carry him to Hongkong on its own trains and steamers."

And here, Samuel Fay, general manager of the Great Central Company, came into the conversation, and it became a trio.

"One rushing across a continent is liable to receive wrong impressions," Mr. Fay said, "but Canada is a great country. It is the only British route. The wheat harvest, and it showed how tremendous the Dominion is. All had read about Canada, but never realized it. When we return it will be with much improved ideas."

"But Victoria is like England," interposed Mr. Holmes, "none of us thought to find a climate like this in Canada. We never dreamed of it. Directly we got out of the mountains we noticed

LABOR DAY SPORTS.

Programme Arranged For the Celebration in Vancouver City.

The arrangements for the celebration of Labor Day in Vancouver on Monday, September 3rd, are well advanced and a very pleasant time is promised. From Victoria it is expected to be a very large number in attendance with special rates of \$2.50 for the round fare, good to go on September 2nd or 3rd and returning on the 4th.

Some novel numbers are included on the programme. One of these is a baby show for three prizes. The lacrosse match between Vancouver Centrals and Fairview is also a feature and gold medals are being struck for the winners. For the horse-coupling contest between fremen big prizes are being offered, the first being valued at \$25.

Two bands have been secured, and will play in Recreation park in the afternoon. One band will also give an open-air concert in the evening, probably in front of the court house. The day will wind up with a grand prize ball in Myers' arena for which a nominal entrance fee will be charged.

The Trades and Labor Council, of Vancouver is not desirous of making any money out of the celebration, but just to make contributors. The committee has decided to admit children free to the grounds and to the grand stand, provided they are under the care of parents or guardians, and ladies will be admitted to the grand stand free.

The following is the programme of sports for the day:

1 p. m.—Girls' race, 50 yards, under 10 years.
Girls' race, 75 yards, under 15 years.
Apprentices' race, 100 yards.
Human wheelbarrow race, boys under 15 years.
Quarter-mile relay race, union men only, each man to run 110 yards.
Men's race, 100 yards, open, competitors

CLEAN THE STREETS.

Mayor Morley Speaks Out Regarding the Unhealthy Condition of Victoria Thoroughfares.

"Clean up the streets! should be a popular watchword," said the Mayor yesterday. "Although it is impossible to do much this year, I intend to take the streets committee on a tour of inspection so that something can be done next year, at all events. It is a shame to see the city's sidewalks overgrown with grass. A city by-law should be passed making it someone's duty to look after this matter. Either it should be done by corporation workmen, or property owners should be compelled to keep the street clean in front of their premises. Where there are no boulevards the grass should be destroyed; where boulevards exist the grass should be kept cut."

"In other cities neighborhood improvement clubs have been formed. This might be tried in Victoria with good success. Anyway, something must be done to improve the condition of the streets here. Untidiness is the only matter I particularly refer to now, and that should be easily done away with. Piling up debris on vacant lots and throwing useless articles in the street should be stopped. There has been a lot of this sort of thing done in the past, and I should like to see an united effort to remove all such unsightly objects."

WHITE HORSE MINES.

Capt John Irving Is Highly Pleased With Prospects in the North.

Capt. John Irving is back from the North, and is better pleased than ever with the showing of the copper mines at White Horse. The reported discovery of gold at Wheaton, Capt. Irving thinks, will turn out good. At Conrad the silver mines are turning out well, and the North is thus in a position to make a good reputation in gold, silver and copper.

In the White Horse district there is a shortage of miners, he says, and 50 or 60 good miners could find work. The scarcity of labor prevented Captain Irving from starting some work which he had intended on properties held by him.

Bryon White, of Spokane, he reports, is getting good ore out of the Puebla and the Carlyle, and already the dump will pay for the mines. Several of the mines at White Horse are about ready to begin shipping ore to the smelters.

SERIOUS CONGESTION IN THE CITY SCHOOLS

Pupils Housed in Unfit Rooms—Manual Training Branch Unsatisfactory—Large Attendance.

As stated in Monday's Times, after holidays extending from June 23rd, the public and high schools opened yesterday morning for the fall term. The attendance was larger than on any previous day, aggregating 2,670 pupils in all. These were distributed as follows:

High school—College class, 15; matriculation class, 29; junior grade, 61; preparatory, 67; commercial, 55; sub high, 73. Total, 300.

Boys' Central—Sub high, 28; senior grade, 163; intermediate grade, 63; junior grade, 216. Total, 470.

Girls' Central—Senior grade, 181; intermediate, 101; junior, 152. Total, 433.

North Ward—Senior grade, 170; intermediate, 98; junior, 125. Total, 393.

South Park—Senior grade, 188; intermediate, 81; junior, 102. Total, 371.

Victoria West—Senior grade, 61; intermediate, 87; junior, 115. Total, 213.

Spring Ridge—Intermediate grade, 28; junior, 140. Total, 168.

Kingsford—Junior grade, 135. Hillside Junior grade, 135. Rock Bay—Junior grade, 67.

It must not be considered that this number includes what will be the full attendance for the term.

"The first day's attendance is never a good index to that of the term," said Supt. F. H. Eaton this morning. "There are many children who will not return from camping until the beginning of September, when the school attendance generally runs from 100 to 200 ahead of that of August."

Asked as to the matter of accommodation, Mr. Eaton said: "If we eliminate the class room, there is no fit for occupation the congestion would be very serious. Probably the worst instance is that of the building occupied by the domestic science and manual training branches. In the central school grounds. At North Ward we are compelled to occupy two little rooms that were never intended for classes. They are merely accidents of architecture and were intended for use of teachers. Neither in floor area, ventilation, lighting or shape are they well fitted for class rooms. There is also the difficulty regarding proper seating."

"At Victoria West conditions are also unsatisfactory. One class has been housed there for years in a mission building which is not only an inconvenience, but an expensive method. Most of the other class rooms are comfortable. This is also true of the little schools taken over from the government. Some of these have a large and a small room which are inconvenient. The large rooms are good, but the small ones will not take a full complement of scholars."

"To provide for part of the new sub high school class which will be in three branches, we have had to put up a temporary partition in the assembly hall of the high school. This is a most objectionable thing to do. The hall is required for the purposes intended and should not be occupied in this manner. At the Hillside school on King's road the conditions are also unsatisfactory. The plumbing inspector has made a demand on the trustees that they connect with the sewer. This will cost a considerable amount, and the building is not worth spending the money on."

"There has been congestion for many years, getting worse all the time. I do not know that it will be much worse than last year, but the early part of next month will tell."

Wasp's rank next to ants in point of intelligence.

PLANS FOR CITY OF PRINCE RUPERT

ENGINEERS AT WORK LOCATING TERMINALS

E. G. Russell Says Harbor is an Excellent One and Site Will Be Picturesque.

(From Wednesday's Daily.)

Nothing is to be done haphazard in connection with the plans for the city of Prince Rupert. On the contrary, everything points to a model city. The Grand Trunk Pacific is probing by the experience of other places and will lay out a terminal townsite which will be well adapted for the purposes in view, and as a place of residence. The immediate needs of the city are not being considered alone, but provision will be made for future extension and everything possible will be done to guard against difficulties which have from time to time developed in other cities as the population increased.

Too far removed from Victoria to become a rival of this city the new port of Prince Rupert when active building operations begin there should give decided impetus to trade. It is acknowledged that with work commencing there the coasting trade will at once be very materially increased.

Prince Rupert it is acknowledged will be the outlet for the trade of northern British Columbia and to a considerable extent of the northern prairies.

The widely extended system of the Grand Trunk Railway in Eastern Canada and the United States will immediately upon the completion of the link connecting that system with the Pacific, the Grand Trunk Pacific now under construction, push the terminal point on this coast at once into prominence among the ports of the world.

The plans for the city of Prince Rupert are about ready. It is no question that the officials and the engineers of the Grand Trunk Pacific had all this in view when they made the selection on Kaiaen Island. It was only after an inspection of all the points along the northern coast that the site of the future Prince Rupert was made the choice for terminal facilities for the company and the port through which will pass the trade of the world.

Centres controlled by the Grand Trunk and its connections and the Orient. E. G. Russell, of the Grand Trunk Pacific, has just returned from the north where he inspected the work under way at the new port of Prince Rupert. An interview with him confirms the opinion that the company is taking every precaution to provide a model city in the north. Mr. Russell says the vessel which is to be located at the harbor at Prince Rupert is commodious and the approaches to it are absolutely safe. The harbor, Mr. Russell says, has accommodation for all the shipping which will ever centre in the city of Prince Rupert. Its size and with any railway connections.

C. B. Dodge, the Dominion government surveyor, who has had charge of the work of surveying the harbor, has made a very capable official. A large part of the harbor has been gone over by him and charted. Wherever rocks have been found they have been buoyed or buoys are being placed in position.

There is a very clear entrance also to the harbor. Newcomb Rock, which was the cause of the damage to the Camosun, will not interfere in the least with navigation. The water all about the rock is deep and with a buoy placed on it mariners have no need to fear, and the harbor is perfectly safe for all steamers with wide channels leading in.

At the townsite a substantial wharf has been built, and all the steamers on the northern run have now every accommodation afforded them for landing freight and passengers.

With about fifty employees of the Grand Trunk Pacific on the ground in addition to the Dominion government's hydrographic survey party the trade is growing to quite an extent. Mr. Russell is now endeavoring to have a post office established at Prince Rupert for the accommodation of those making their headquarters at the site of the new city. There is a very considerable amount of mail matter constantly going to and from the city, and a post office opened. The Grand Trunk Pacific will provide a building for the purpose.

Nothing has yet been done towards laying out a townsite, but the engineers are making necessary calculations to ascertain the best possible position for the terminals of the railway. That done the question of the townsite will be made to conform to them.

In connection with this work the surveyors are running lines from the waterfront back to the rather sharp rise in the land, which occurs at a distance varying from half a mile to two miles from the coast line. These lines will be run 1,000 feet apart and these parallels will extend for a distance of about four miles along the shore. Crossed them at right angles will be other lines parallel with the waterfront, and about 200 feet apart. The interesting points will afford a point for making observations as to the height above sea level. This work is all accomplished a working plan of the whole area for about four miles along the waterfront and from the harbor water to the protecting mountain in the rear.

With all this before them the question of terminals will be easily settled. Moreover, the general plans for the townsite will be agreed upon from this map and active preparations can then be made for laying out the city.

Mr. Russell says that the site proposed for the city is a picturesque one. The land is deep, mountainous level. There are elevations upwards of 50 feet in height throughout the area which will form the city. This gives ample opportunity for drainage, and at the same time affords very pretty building sites. According to the present indi-

cations the terminals will be removed a little from the main part of the townsite, the latter occupying slightly higher ground.

The engineers have taken the precaution to investigate the water supply, and have found a source of excellent water sufficient to meet the needs of any city.

As previously mentioned in the Times the survey of the main line of the Grand Trunk Pacific from Prince Rupert eastward is progressing satisfactorily. Engineer Moore has run the line from the site of Prince Rupert to Aberdeen in the vicinity of which his party is now working. Engineer Mitchell starting from Kitlaia canyon on the Skeena is proceeding towards the coast to meet Mr. Moore's party. No difficulties have been encountered so far.

There is every reason to believe that Prince Rupert will soon have a telegraphic connection. The first afforded will be by wireless from Bamfield creek with an intermediate station at Cape Caution. These are being put in under the sanction of the marine and fisheries department. It is expected later that connection may be made with the Dominion government telegraph line at Aberdeen.

Mr. Russell says that the engineers and marine men have all remarked upon the beauty of the site of Prince Rupert as compared with other points in that vicinity. At the mouth of the Skeena these fogs are quite prevalent at certain seasons of the year. At the harbor of Prince Rupert they are generally absent.

Mr. Russell was asked relative to the Indian reserve question at the townsite of Prince Rupert and with the settlement of which his name has been connected.

He said that the trip he has just made was in part at least connected with the proposition to purchase the lands necessary to the company in each case there were no objections. Mr. Russell was uncommunicative on this point, but it is learned from other sources and while not confirmed by Mr. Russell is not denied by him that the question has been settled. If this is so the Grand Trunk Pacific are to be congratulated upon settling a question which Victorians can appreciate by experience as a wise course to take before the laying of the foundations of the city. Had the same been done in the case of Victoria one of the most vexed questions occupying the attention of the authorities would have been avoided.

THE TWICKENHAM HAS BEEN TOWED TO PORT

Vessel Was Successfully Floated Last Evening—Will Enter Dock for Repairs.

(From Tuesday's Daily.)

To-day the steamer Twickenham, which stranded on the rocks near Friday harbor, San Juan Island, on Thursday night, is in Esquimalt with the Salvor alongside pumping water out of her hold. She is in a position convenient to the dry dock once the necessary arrangements can be made for her accommodation.

The vessel was floated at 6:45 last evening, an hour or so before high water. She had been lightened of a large portion of her cargo and with the assistance of the Salvor and tug Tacoma and the use of her own power the ship was hauled free of the rocks to the delight of all aboard and the members of the different crews called on. On Sunday night two ten-inch pumps had been placed aboard to remove the water from the hold forward while the cargo was being discharged, and it was found after the ship was floated and started for Victoria that one was all that was needed to keep her head up. She was towed to port by the tug Tacoma and Salvor. Considerable of the cargo that came in contact with the water has been damaged but the bulk of it is in good condition.

The damage which the hull of the ship sustained will not be fully known until the vessel has been placed on the blocks. Many of the rivets have been started, but it is believed that very few of the plates have been broken. It is thought, however, upon closer examination that her injuries are more serious than now supposed.

ATTEMPTED MURDER.

William McLaren Stabbed His Tormentor With a Pocket Knife.

"A stabbing affair" took place on Thursday morning at the section house about three miles east of Ashcroft, says Saturday's Ashcroft Journal.

It appears that the man who did the stabbing, Wm. McLaren by name, is a simple sort of a fellow, and it had been the practice of Albert Dow, the foreman, to make him the subject of all kinds of practical jokes. This had been going on for some time and McLaren had brooded over them until Thursday morning, when he arose. The knowledge that perhaps that day was to pass as the previous ones had full of humiliation and misery for him, and the sight of his tormentor lying helpless in bed drove him to frenzy, and he threw himself on Dow with his open pocket knife, and before the latter was thoroughly awake had inflicted nine stabs and gashes. Three of the stabs are in the arm, one in the hand, and no less than five on the head, one near the temple came dangerously close to the eye. After he had inflicted the wounds on Dow, the would-be murderer, fled to the hills.

"The news of the attempted murder was brought to town by the section men and Policeman Burr left immediately, accompanied by Dr. Samson, for the scene of the rash act. Dow had lost considerable blood, and the section house looked like a slaughter pen. The doctor, however, found that while the wounds were nasty ones and likely to be very painful, none of them were very serious, so he bandaged him up and brought him to town, where he is doing very well, being able to get around.

"The direction of McLaren had gone was pointed out to Constable Burr, who immediately started in pursuit, soon overtaking him and compelling him to halt, handcuffed him and brought him back to town, where he appeared on Thursday before Francis Webb, J. P., who committed him for trial.

THE KESTRAL HAS IMPORTANT WORK

A CAREFUL WATCH IS KEPT ON POACHERS

Patrol of British Columbia Coast Calls for Unceasing Vigilance on Part of Steamer.

Capt. Newcomb, of the Dominion fishery steamer Kestral, which has just returned from a patrol of the coast, has a difficult task assigned to him. To guard the coast of British Columbia from Alaska to the southern end of Vancouver Island from poachers from the United States is rather a large undertaking, and it cannot be expected that he can prevent all violations of the law. There is no question, however, that the steady guard which Capt. Newcomb maintains over the coast line deters many of the United States schooners from poaching.

The Kestral took W. P. Stewart, chief hydrographic surveyor, to the Dominion government, to Prince Rupert harbor to inspect the work now being carried on by C. B. Dodge at that point.

From there the fishery patrol steamer proceeded along the coast from Port Simpson to Victoria. On the trip no less than four suspected poachers were driven out of the three-mile limit. In each case there were no objections. Mr. Russell was uncommunicative on this point, but it is learned from other sources and while not confirmed by Mr. Russell is not denied by him that the question has been settled. If this is so the Grand Trunk Pacific are to be congratulated upon settling a question which Victorians can appreciate by experience as a wise course to take before the laying of the foundations of the city. Had the same been done in the case of Victoria one of the most vexed questions occupying the attention of the authorities would have been avoided.

Another instance of what is encountered by the Kestral in her work was related by Capt. Newcomb. On the way down on this trip, the fog suddenly increased in a remarkable manner, and the schooner was in sight. These were operating close to the three-mile limit—in fact some were undoubtedly inside that line. But the captains of the schooners were very alert, and none could be caught in the act of taking fish. Nothing could then be done. As usual the schooners inside the limit quickly took the precaution to get outside.

Three years ago when the Kestral first went into service there were 13 schooners operating out of Seattle and Puget Sound off the west coast of Vancouver Island. These have increased in a remarkable manner, and the following year there were 23 in that trade. Now there are 40 of them. Many of these have power and make high speed, thus being better able to evade the patrol steamer. In the northern waters there are similar conditions. Off Queen Charlotte Islands is another rendezvous for fishing vessels, and a third centre is located off the coast of Alaska. In these latter waters United States schooners put out from Ketchikan and other Alaskan ports, and under the guise of being engaged in prospecting do some poaching in Canadian waters.

To guard all this coast, by trying one on the part of the Kestral, but under the circumstances it would be impossible to absolutely prevent some poaching. By the vigilance shown on the part of the Dominion fishery schooners are obliged to keep a sharp look out, and have come to fear the Canadian patrol schooner.

SMELTERS OF BOUNDARY.

British Columbia Copper Company's Plant Is Nearing Completion.

Some time during the first week in September J. E. McAllister, manager of the British Columbia Copper Co., Ltd., expects to blow in the first of the three mammoth new furnaces at the company's smelter at Grand Forks. The other two furnaces are being followed by the other two shortly thereafter. The first furnace is now installed, the second is on the ground and being set up, and the third is now on route from the makers in Milwaukee.

When completed and in running order the smelter will have a capacity of from 1,800 to 2,000 tons of ore daily, and it is expected that the works will be able to turn out about 1,500,000 pounds of blister copper every 30 days. All the other work in connection with the smelter enlargement is being crowded as fast as possible by a large force of workmen, and the company's men and by other means are being prepared for a largely increased daily output to keep pace with the requirements of the market.

Superintendent A. B. W. Hodges, of the Granby Consolidated, visited the mines of the company last week. He states that the work of enlarging the battery of the battery of eight furnaces at the company's smelter at Grand Forks, is going on steadily, two of the original furnaces having already been treated in this way, the rest taking their turn, till all are of the larger size, like Nos. 1 and 2, installed a year ago. On account of the burning down of the Grand Forks works there will be some delay in securing the needed castings, though fortunately all the valuable patterns owned by the Granby and other Boundary smelters were saved from the fire. Work is expected to be completed at the Granby smelter, some time in December or by the 1st of January. Mr. Hodges expects to be able to handle from 2,000 to 100,000 tons of ore monthly, even when one of the eight furnaces happens to be under repairs. Mr. Hodges stated that from this on three shifts will be utilized in the sinking of the new Victoria shaft by the Granby company, and this being intended to be the main working shaft of the group, and from which a great part of the ore from these extensive properties will be shipped. Mr. Hodges expects to have the shaft completed to the 400-foot level by early winter, and before the severe weather arrives. Some of the chinery for the 250 h. p. hoisting engines and for the 150-ton per hour crusher, is already on the ground, and the needful buildings for the head-works for the Victoria shaft are now being erected.

Chas. K. Hamilton Tuesday made a successful flight of six miles in an air ship at Des Moines, Ia. The next day, being from the state fair grounds to the state capital, whose dome he circled twice, and returned. The ship was under perfect control.

ATTRACTIONS FOR THE ANNUAL FAIR

MANY AMUSEMENTS WILL BE PROVIDED

Entertainments on Tap for Every Afternoon and Evening of the Forthcoming Exhibition.

Preparations for the annual fall fair are proceeding apace. Already the programme of attractions has been practically completed by the executive of the British Columbia Agricultural Association. Every afternoon and evening who wish may visit the grounds every day, and on each occasion be treated to some new form of entertainment.

Referring to the majority of the important will take place within a space directly fronting the grand stand, thus allowing all spectators an opportunity of seeing what is going on conveniently and in comfort. Besides the bronco-busting exhibitions, some of the features will be the Great Killers, head balancers and equilibrist. The "Flying Zerkas" and "Kinser and his wife, and the "Twisters." In his announcements to balance on his head "anything from an ordinary garden flower to a common house fly will be mentioned."

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In addition, to these there have been many applications for side shows, as horse participating in the Victoria ring mule, the novelty and shooting gallery, Ferris wheel, riding gallery, two-headed woman; Bosco, the snake eater, and others with equally striking cognomen.

Of course the piece de resistance of the fair from the standpoint of attraction will be the horse races which are to take place on the last three days—Thursday, Friday and Saturday. Large purses will be offered, the track is being put in first class condition and everything possible is being done to satisfy the competitors. Of the latter are sure to be a large number, as horses participating in the Victoria exhibition may leave here and make a tour of British Columbia, taking part in a lengthy series of autumn meets. Besides the inducements offered are some work, and, again, the participants are sure of receiving fair treatment from the officials placed in charge by the local management.

The possibility of a lacrosse tournament being arranged to take place during the show was mentioned in these columns yesterday. The presentation of the Kilmarnock cup has made it necessary for the Mainland teams to compete for the purpose of deciding the championship of the province, and which twelve shall hold the coveted trophy. An effort is being made to have the series contested in connection with the exhibition. The matter is now before the executive, providing a mutually satisfactory understanding can be reached in reference to grounds and finances the sport-loving public may look forward to witnessing the match.

The programme for the fair week, subject to alteration, has been outlined as follows:

Tuesday, September 25th—Opening day.

10 a. m.—Judging; 2 p. m., grand opening ceremony; 8 p. m., band concert, vocal concert in main hall, and programme in front of grand stand.

Wednesday, 26th.

10 a. m.—Judging; 2 p. m., grand opening ceremony; 8 p. m., band concert, vocal concert in main hall, and programme in front of grand stand.

Thursday, 27th, Citizens' Day.

1.30—Stock parade; 2.30, horse races and band concert; 3 p. m., bronco busting; 8 p. m., band and vocal concert, and performance at grand stand.

Friday, 28th, Children's Day.

10 a. m.—Demonstration in fruit and vegetables; 1.30, parade of prize winners and horse races; 2.30, band concert; 3.30, bronco busting; 8 p. m., band and vocal concert, and performance at grand stand.

Saturday, 29th.

1.30—Band and vocal concert; 2.30, horse races in bronco busting; 3.30, horse races; 8 o'clock, tug-of-war, band and vocal concert.

Sunday, 30th.

1.30—Band and vocal concert; 2.30, horse races in bronco busting; 3.30, horse races; 8 o'clock, tug-of-war, band and vocal concert.

SHOT THREE PANTHERS.

Rancher's Narrow Escape From Wild Animals While Watching For Marauding Indians.

"Were it not for his steady presence of mind and trusty Mr. Anders, the well-known Arrow rancher who lives just above Finley, would not be in the land of the living to-day," says the Nason News.

"It appears that Captain Fraser of the steamer Kootenay, who owns a ranch on the Arrow lake near the Anders' place, had been troubled by the eyes. After a couple of days of being frequently came under cover of night and did considerable damage to the fruit trees. Captain Fraser enlisted the assistance of Mr. Anders, who went out in the evening with his rifle determined to put an end to his neighbor's trouble."

"Lying behind a log, intent on waiting for the approach of two marauding deer, Mr. Anders was attracted by a noise behind him, and turning his head found his blood run cold as he caught a glimpse of three panthers, crouching within twenty feet, and appearing ready to spring. As quick as a flash Mr. Anders threw his magazine rifle to his shoulder, pulled the trigger thrice, and had the satisfaction of seeing two of the brutes roll over dead while the third sprang away into the bush. It was not until the next day he discovered that it, too, had been killed, its strength after receiving the fatal wound only sufficient to carry it out of sight."

SEVERAL

City Official Deal Exchange--Special

(From Tuesday's Daily.)

His Worship sprang last night at the city council by the case it was subject of water. I should instruct it to the mayor, city engineer, foreman "to report to the most feasible plan increased supply of lake temporarily, the period not exceeding."

This report was given, but, in addition, in reply to the Mayor, answered, and also two other from Arthur L. land expert, who advised on the water matter was adjourned meeting on Thursday present indications lively times."

One of the aldermen would ask if His city officials' report questions; and, if questions dealing with the scope of council. After the there was some heat why Mr. Adams was opinions without a council. Someone who ordered the going to pay for the All the reports, in

REPORT TO

As Requested at Last From the City Council.

His Worship the Mayor.

Dear Sirs,—We have received of the following "Resolved that the water supply in the Victoria exhibition may leave here and make a tour of British Columbia, taking part in a lengthy series of autumn meets. Besides the inducements offered are some work, and, again, the participants are sure of receiving fair treatment from the officials placed in charge by the local management."

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