THANKS
PARTMENT

OMPANY
IZES SERVICE

d Up From Vic-
Miles Off
tery.

received by the de-
e at this port from
hip Company of Ne-
es a fleet of steam-
to Alaska, including
was recently fitted
raphy, thanking the
transmission of a
from the steamship
21st.
received from the
rst trip north after
h wireless and gave
on at Lat. 62.55 N.,
r 703 miles off Cape
"Misty weather, all
dressed to the com-
attle.
the company ex-
t appreciation of the
y the Dominion gov-
s system. To-day
J. Haughton, at the
ton, received the fol-
Capt. James Gaudin,
"Please communi-
less operators the
ska Steamship Com-
ess dispatch received
hip Victoria on July
ted to the company.
picked up 703 miles
tery."

AIN
CREASES LEAD

all Team Beaten
—Standing
eagues.

iday's Daily.)
31.—The Spokane In-
heir grip on the lead
hitting game from the
rs before a crowd of
ladies' day" by the
It was a tussle from
ouver squeezed over
ourth, three in the
ch in the seventh and
bunched hits in the
over three men to
the performance for
sixth, and concluding
h two in the seventh.
couver was batted all
r thirteen safe ones,
pped out with eleven
e-bagger by Donovan
ts by Paddock and
nd James for Spokane
ll at telling times for
or Vancouver, Clynes,
n for Spokane swiped
two stealing two each.
out four, walked two.
three and struck out

day's Results.
erdeen 3.
ncouver 6.
e 1.
estern League.

	Won.	Lost.	Pct.
	49	35	.583
	49	37	.570
	41	41	.500
	42	43	.494
	32	41	.438
	38	53	.418

Coast League.

	Won.	Lost.	Pct.
	58	46	.558
	54	45	.545
	53	56	.486
	44	60	.423

onal League.

	Won.	Lost.	Pct.
	55	36	.598
	54	36	.593
	52	37	.578
	51	45	.531
	46	41	.529
	40	51	.440
	32	58	.356
	31	58	.340

erican League.

	Won.	Lost.	Pct.
	57	34	.626
	55	38	.591
	51	41	.554
	47	45	.511
	44	45	.494
	42	50	.457
	35	54	.393
	32	59	.362

EG TO PORTAGE.

Takes Trip Over G. T. P.
en These Points.

Prairie, Man., July 31.—
n from Winnipeg to Por-
G. T. P. railway arrived
sterday and was warmly
a representation of bus-
o received only short no-
link had been completed
innipeg and Portage by
continental railway, and
train was on the road to

ft the Winnipeg yards at
he morning and proceed-
stward. General Manager
t the head of the party.
Superintendent Winters
ghteen guests were on

ROAD FINANCES.

July 31.—Arrangements
the $8,000,000 worth of
Lake Erie Railroad notes
ue to-morrow, were com-
by Kuhn Loeb & Co., and
bankers, according to an
nt made by the bankers. It
hat no issue of additional
ould be required under the
e consideration by which
ad was enabled to meet the
ot made public.

TWENTY THREE MINERS ENTOMBED NEAR FERNIE

Terrible Bump Causes Accident---Grave Fears for Men Imprisoned in Gas Filled Space —Difficulties of Rescue Work.

Fernie, July 31.—A terrible bump occurred in No. 2 mine at Coal Creek this morning about 8 o'clock, and as a result some twenty-three miners are entombed with all means of escape cut off, and grave fears are entertained for their getting out alive as the mine is filled with gas and the work of rescue is very slow on this account.

A large number of rescuers are at work trying to get fresh air to them but some six or seven hundred yards of rock and coal will have to be dug through before the men can be gotten at. As near as can be learned at present the following are the names of the men, supposed to be within: John Waddego, Frank Beaver, John Hodgson, Arthur Hooten, Gilbert Hitchmough, Walter Head, B. B. Hanson, Philip Caldwell, Robert Nicholson, David Powell, Archie McMaster, G. Booth, Joseph Radford, Wm. Lawrence, John Lawrence, John Williams, Wm. Moncton, John Taylor, Dan Briscoe, Peter Atkinson, W. R. McQuarire, Jas. Blakemore, John Dunne and Victor Costa.

They are nearly all married men with their families living in and around Fernie.

As soon as the accident occurred President G. G. S. Lindsay, of the C. N. P. Coal Company, together with J. D. Hurn and Chas. Sinister, officials of the coal company, were notified at Michel, where they went last night and were brought to Fernie by special train, and at once taken to the mines to the scene of the accident, where they are giving every assistance, besides directors and nurses have gone up should their services be required.

This is the same mine where the accident occurred about two years ago in which three miners were similarly killed. All mine work was suspended at Coal Creek to-day.

OLD VICTORIAN NOW BEING OVERHAULED

Wooden Steamship May Take Part in Sound Rate War.

(From Friday's Daily.)

Tacoma, July 31.—Not a little interest is being shown in Puget Sound shipping circles regarding the disposition to be made of the steamer Victorian. This vessel, after a long rest in the boneyard, has been resuscitated and is now being overhauled and repaired.

It is given out that the Victorian is to be used by a land company on Whidby island, but the general suspicion is that other plans are in prospect. Those who have been following the row between the International Navigation Company and the Canadian Pacific railway have a lingering suspision that the Victorian is to return to her old run between the Sound and Victoria. Should this be done it will add another interesting feature to the bloodless war which has continued so long and threatens to last to a finish.

For some time the Victorian has been for sale, it is understood, as her owners, the Great Northern, have no further use for her. The last service done by this steamer was to ferry cars between Sidney and Port Guichon, but she has been disengaged for months.

Some years ago the Victorian was on the run between Tacoma, Seattle and Victoria, and for a while Captain O. A. Anderson of this city was master of the steamer. She ran in opposition to the Canadian Pacific liners to Victoria. Later she made a voyage or two to Southeastern Alaska, but it was found that the cost of operation was too great and the Victorian finally was laid up.

The steamer is of wood and propelled by screw. She was built at Portland, but she was given too much power for the strength of her hull. She has great speed, but the cost of operating is so high that the vessel has never been able to run on a paying basis.

On the lower Sound the impression is quite general that if the rate hostility continues it will not be long before the Canadian Pacific gets a fleet of vessels started on the Sound in opposition to the Puget Sound Navigating Company.

CAREER OF "GASPIPE THUGS" IS ENDED

Siemsen and Dabner of Post-Earthquake Notoriety Are Executed.

San Francisco, July 31.—John Siemsen and Louis Dabner, who were executed at San Quentin to-day, committed a series of crimes in San Francisco soon after the earthquake and fire of April, 1906, and from the weapon they frequently used became known as the "Gaspipe Thugs." They were executed for the murder of M. Marakata, a Japanese banker, but, according to their own confession, they were guilty of two other murders and several assaults and robberies.

Siemsen, who was a native of Hawaii, had a long criminal record, and once served a term in San Quentin for grand larceny. Dabner is a mere boy from the interior of the state, and a fruitless effort was made to secure the commutation of his sentence to life imprisonment on account of his previous good character.

At noon, October 3rd, Siemsen and Dabner entered the Kimmon Ginko, a Japanese bank, of which M. Murakata was manager and M. Sacaki assistant manager. The former was beaten to death and Sasaki so seriously injured that his reason was impaired for some time. The murderers secured $2,200. A month later Siemsen and Dabner walked into the jewellery store of Henry Behrend and hit him on the head with a fish plate. The blow failed to render him unconscious and he grappled with Dabner, at the same time calling for help. Dabner was taken into custody, and Behrend was later given the reward of $1,500 offered for the capture of either of the criminals. Dabner broke down and confessed, implicating Siemsen, who was arrested in his room. He also confessed.

YOUNG PEOPLE DROWN IN YAWL DISASTER

Three Are Victims When Craft Capsizes in Everett Harbor.

Everett, Wash., July 31.—Three lives were lost at 5.30 o'clock yesterday afternoon when the yawl Elizabeth capsized and sank.

The dead are: George Morton, Mamie Morton, sister of George Morton, and Florence Scott. All three were about 21 years of age. George Morton and the two girls were the only occupants of the craft. The two-masted boat was carrying all her canvas in a stiff westerly breeze.

About a mile off the docks the boat suddenly went over, and, being heavily ballasted, sank two minutes later. The screams of the girls rang over the water, but before those on shore could start for the spot all three and the yawl disappeared. Launches were secured by Edward Morton and his brother Robert, father and uncle of George and Mamie, but not a trace of the dead or the boat could be found. Hundreds of people went to the docks while the launches were patrolling for the bodies. There was a pathetic scene when the searchers returned at dock and announced to the waiting family and friends that there was no hope.

CANADIAN FLOUR DOMINATES MARKET

Newfoundland Draws Largelv From Canada for Supplies.

The following extracts are from statements appearing in the American Daily Trade Report of March 3rd, 1906:

Newfoundland is particularly well situated for favorable trading with the United States, yet some unfavorable phases of the trade of 1904, as shown in the detailed exports, can only be explained on the hypothesis that manufacturers either overlooked or ignored the market. A few years ago American flour dominated the Newfoundland market, yet in 1904 Canadian flour entered the market to the value of $930,900, while American flour reaching the market in the same year amounted to only $473,800. Canadian boots and shoes in 1904 were exported to the colony of the value of $76,500 against $17,300 worth of American boots and shoes, and yet the United States sold nearly $1,000,000 worth of boots and shoes to the Dominion itself during that year. To this should be added the important fact that Newfoundland is as much within the zone of the Boston boot and shoe trade as almost any portion of the United States outside of New England.

"The imports to Newfoundland from the United States during the year 1905 amounted to only $2,444,400, a decrease of $206,400 from those of the preceding year. The details of this 1905 trade are not available in form to show the articles wherein this decrease occurred. The decrease, however, shows that exports to Newfoundland are falling off, and when we consider that exports to the Dominion of Canada are steadily increasing, in the face of a discriminating tariff, which goves a 33 1-3 per cent. advantage to the United Kingdom, it seems unaccountable why our exports to Newfoundland, where Canada and the United Kingdom have no tariff advantage, should be decreasing. This can only be accounted for, as before said, by the inattention of our manufacturers to the markets of Newfoundland, an inattention which is taken advantage of by Canadian and British competitors. There is no valid reason why the greater part of the foreign products consumed in Newfoundland should not be supplied by the United States."

MARINE INVESTIGATION.

Ottawa, July 31.—Judge Cassels will resume the inquiry into the affairs of the marine department in Montreal on Sept. 2nd. From there he goes to Quebec and St. John.

NEW WESTMINSTER ASYLUM.

B. C. Government Appoints Albany Man to Adjudicate on Architects' Plans.

Albany, N. Y., July 31.—State architect, Franklin Ware, was notified today of his appointment by the province of British Columbia as adjudicator in the competition of architects who have submitted plans for a government hospital for the insane at New Westminster, B. C. Mr. Ware was recommended by C. E. Doherty, who came to Albany recently to consult with Mr. Ware and with President Ferriss, of the state commission on lunacy.

INFAMOUS LIE SAYS PRESIDENT GOMPERS

Never Pledged Labor Vote to Any Political Party.

Washington, July 31.—"The report that I have ever said that I would or could deliver the labor vote to any political party is an infamous lie," said Samuel Gompers, president of the American Federation of Labor yesterday.

"Organized labor is not only honest, but intelligent enough to choose the party for its support which will best represent its interests.

"It is possible that by lies and misrepresentations, the enemies of organized labor may injure me personally, and even may successfully accomplish my removal from the presidancy of the Federation of Labor," said Mr. Gompers, "but that will never change my course in battling for the principles for which I stand.

"It is not a question of politics with me. I have no politics, or if I have, they are the politics of the people.

"I fully expected when I took the stand which I have," said Mr. Gompers, "that some would disagree with me. I do not expect the labor world to accept my conclusions in every instance. I expected to be criticized, too, in some quarters, but I did not think that the criticism would be so unjust as to be contemptible.

"I regard my position as president of the American Federation of Labor as the most exalted and honorable in this world to which I could ever wish to aspire. It is a sacred trust with which my fellows have honored me because of my convictions and the principles which I advocate. They may take that honor away from me if they like, and I will bow to their will. But it will not prevent me from fighting for the cause which is my life's work, just as I have in the past, and as I propose to do in the future.

"I want no political office or honor. I have nothing for sale, and don't propose to begin at this late day by selling my honor.

"What I think and what I say is from a conscientious conviction that it is truth. No one can make me sacrifice my honest convictions.

"My editorial in the American Federationist plainly and forcibly sets forth my position. He who runs may read and understand. Those who have taken issue with the position therein set forth not, understand, with the position I am alleged to have taken are political renegades and discredited outcasts of labor. I do not mean that those who differ with my opinion are such, but those who denounced and claim that I have not set forth the facts as they are."

Frank Hitchcock, chairman of the Republican national committee, when asked as to the truth of the report that a possible campaign was to be waged against Mr. Gompers, replied: "Nothing of the kind has been arranged."

BRITISH CAPITAL FOR CANADIAN USE

Some of the Large Issues Made This Year.

It is estimated that Canada has floated nearly $100,000,000 of new issues in the London market this year, while in addition Europe has subscribed about $20,000,000 towards Canadian Pacific's new issue of common stock, making about $120,000,000 of new money this country has demanded of John Bull through issues of government and municipal bonds and stock and bond issues by railroads and industrials.

A list of the chief issues made so far this year follows:

Dom. Gov. 3½ per cent	£ 3,000,000
Dom. Gov. 3¾ per cent	5,000,000
Manitoba 4 per cent	308,500
Regina, 5 per cent	113,700
Edmonton, 5 per cent	187,400
Montreal, 4 per cent	1,000,000
Winnipeg, 4 per cent	1,500,000
Saskatoon, 5 per cent	1,000,000
Quebec, 4 per cent	71,900
Quebec, 3½ per cent	42,921
G. T. Pacific, 4 per cent	1,000,000
G. T. Pacific, 4 per cent	2,000,000
Can. Northern, 4 per cent	2,000,000
Penman's 5 per cent	1,500,000
Montreal Power, 4½ per cent	400,000
Montreal St. Ry., 4½ per cent	460,000
Richelieu, 5 per cent	200,000
Western Wheat Lands	200,000
West Kootenay	240,000
C. P. R., 4 per cent	2,000,000
West Canada Flour	100,000

BURNS-JOHNSTON MATCH.

Ely, Nev., July 30.—It is announced that $30,000 was pledged at a meeting held a few night's ago between "Tex" Rickard and a number of prominent men who have interested themselves in seeing that Rickard has all the backing necessary to secure a fight between Jack Johnson and Tommy Burns, the heavyweight pugilists, to be held in Ely on Thanksgiving day.

—Capt. Knight Welsar, of the insane asylum at New Westminster, died there on Wednesday night.

LEANDER DEFEATS BELGIAN OARSMEN

Henley, July 31.—The Leander crew beat the Belgians in the eight-oared race held here today in connection with the international Olympic regatta.

TERRIFIC STORMS SWEEP TYROL

CORPSES FLOATING DOWN SWOLLEN STREAMS

Nearly 100 Lives Believed to Be Lost—Landslide Overwhelms Village.

Vienna, July 31.—A series of terrific thunder and rain storms have caused destruction and heavy loss in the Austrian Tyrol. The Bukowina district and the Zillar valley suffered especially. The loss of life has been heavy.

Corpses are floating down the swollen streams, and housee and structures have been washed away.

The death roll in the Bukowina is said to be 50, while in the Ziller valley 20 persons have lost their lives. The village of Mehrn, near Brixlegg, has been overwhelmed by a landslide and sixteen persons are reported killed.

CASTRO WANTS REPARATION

SAYS NETHERLANDS HAS INSULTED HIS FLAG

Venezuela Refuses to Continue Friendly Relations With Holland.

Caracas, Venezuela, July 29, via Port of Spain, Trinidad, July 31.—President Castro has withdrawn the Exequaturs of the Netherlands consuls and vice-consuls in Venezuela. Foreign Minister Paul to-day transmitted a note to the Netherlands government in which he recited what he terms the insults to Venezuela. He says:

"In view of the gravity of every Venezuela is forced to advise Holland that she cannot continue friendly relations until Holland gives satisfaction for the injuries and insults put upon Venezuela. These injuries and insults are the offence of Minister De Reus.

"The fact remains that the Netherlands cruiser Gelderland failed to salute the Venezuelan flag, and the attack on the Venezuelan consul at Willemstad, the violation of the consulate, and the desecration of the consular shield, were the natural results."

IS HERE ON DUTY CONNECTED WITH OFFICE

F. C. T. O'Hara, Deputy Minister of Trade and Commerce, Here.

(From Friday's Daily.)

F. C. T. O'Hara, who has been deputy minister of trade and commerce, arrived in the city last evening and is staying at the Empress. He will spend a few days here before starting east again. He has been acting deputy minister for the past six months, but to-morrow Mr. O'Hara assumes the position. He has come west for the purpose of acquainting himself with the various details of business connected with his office on this coast. Included in this is the paying of subsidies to the various services between the Canadian Pacific ports and the Orient, Australia, New Zealand and Mexico. In this connection Mr. O'Hara was asked this morning if his visit to the coast had to do with the Canadian-Mexican service. In reply he said that his visit had to do with that as with all other matters connected with his office.

As comptroller of Chinese immigration his visit to the coast has to do with that branch of the service. He is making investigations into the methods employed in connection with the Chinese immigration so that he may know exactly all the conditions connected with it.

On the way back east he will visit the silver lead district and look into the administration of the lead bounty which comes within the scope of his department.

At Winnipeg he will look into the grain grading operations under the new act passed dealing with that subject.

Mr. O'Hara is a very popular member of the civil service. He is prominent in social and military circles. He is a captain in the Governor-General's Foot Guards, Ottawa's crack regiment.

SUCCESS OF OLYMPIC GAMES.

London, July 30.—Writing in behalf of himself and his colleagues on the International Olympic committee, Baron Pierre de Coupertin has sent a letter to Lord Desborouuh, chairman of the British Olympic Association, in which he says:

"It is not necessary to await the closing of the present Olympiad to proclaim its success. This success is plain to all eyes and the unfairness of certain reports can not tarnish its brilliancy. It is natural that mistakes should have been made here and there and that there should have been some nervous tension. This feeling is perhaps excusable when incidents occur which are inevitable in an assemblage of 2,000 young people, claiming 22 different nationalities—figures which never have been approached until this day.

"The British Olympic council has accomplished a magnificent work and I beg you to convey to its members the expression of our lively gratitude."

DEATH OF F. GARGAN.

Berlin, July 31.—F. Gargan, a member of the Boston Transit Commission, died in this city to-day. Mr. Gargan was operated on last week for a stomach disorder.

VAN ROI COMPANY TO WORK PROPERTIES

Strong Organization Formed in Old Land to Operate.

The Vancouver group, which has been operated for a considerable period by the Le Roi No. 2, Limited, has been floated as the Van-Roi Mining Company, Limited, in London. The capital stock is £34,500, divided into 30,000 preference shares of £1 each and 90,000 ordinary shares of 1s. each. The 30,000 preference shares are payable as follows: One shilling on application; 1s. 6d. on allotment; 2s. 6d. three months after allotment; 5s. six months after allotment; and 5s. in twelve months after allotment. Thirty thousand of the 90,000 ordinary shares are offered for subscription, payable in full on application.

It is understood that the shares of the new company have already been over subscribed for. The subscription books opened on July 13th and closed on July 16th.

The prospectus of the Van-Roi Company, Limited, states that the company has been formed for the purpose of acquiring the Vancouver group of silver-lead mines, situated in the Slocan district, B. C., consisting of the Vancouver, No. 2, Zilor, Silver Star, Pelley, Napier, Richardo, and Mountain Boomer mineral claims, the Vancouver fraction, and an undivided one-half interest in the Prior mineral claim, together with the aerial tramway and certain surface, timber and water rights.

The Van-Roi Co. in consideration of 59,993 fully paid up ordinary shares of 1s. each acquired from the Le Roi No. 2 the benefit of a lease, dated 14th December, 1905, granted by the Vancouver Group Mining Co., of Nelson, B. C., containing an option to purchase the group at the price of $100,000. The $100,000 is payable to the Vancouver Group Mining Co. by the following installments: $25,000 at the time the option is exercised, which must be done before the 8th day of December next, and the balance of $75,000 in three equal payments of $25,000 each at the end of six, nine and twelve months from the date of exercising the option. After exercising the option the company will be entitled to continue in possession of the mines and minerals and may ship and dispose of ore in such a manner as it may wish, but without payment of any royalty upon the ore. By the terms of the lease the proceeds of all ore shipped are to be paid to the credit of the lessors and are to be applied by the lessors on account of the next payment or payments becoming due under the terms of the option, and until the payment of the whole sum of $100,000 by the company.

Since the acquisition of the option by Le Roi No. 2, the sum of about £35,000 has been spent, viz: About £17,000 on equipment, development, etc., and about £18,000 on mining, milling, etc., while the net receipts from the smelter have amounted to about £25,000.

The Le Roi No. 2 purchased, on August 1st, 1906, an assignment of the lease from Montague S. Davys, for a consideration of $50,000, which sum has been paid to Davys.

The £30,000 realized from the sale of the preference shares is to be applied to the payment of the purchase price of the property and to equipping it. Fifty-nine thousand nine hundred and ninety-three shares of the ordinary stock is retained by the Le Roi No. 2, in consideration of the turning the property over to the Van-Roi company, and to compensate it for what it has spent in developing the Vancouver group and for what it paid out for purchase of the lease and other expenditures. The surplus profits, after paying £12,000 per annum in the shape of dividends among the preferred and ordinary shareholders is to be applied to the preference shareholders, and the surplus profits will continue to be paid to them until they have been recompensed to the full amount which they paid for the said preference shares. When this is done all the shares are to be placed on an equal footing and will share alike in the dividends. Another feature is that the purchaser of each preference share is entitled to one ordinary share. This is a most equitable arrangement. By securing 59,993 shares of the ordinary stock the Le Roi No. 2 virtually has one half of the capital stock of the company, and, with a few more shares, will be able to retain control.

The Vancouver group is a valuable mine, and now that it has passed into the hands of a strong company, with ample capital for development, it doubtless has a long and profitable career before it.

The directors are Lord Ernest Hamilton, A. R. Dealtry, F. C. D. Haggard, and H. W. Morrison; consulting engineers, Messrs. Alex. Hill and Stewart; secretary, F. A. Labouchere, Salisbury House, London Wall, E. C.

Although Paul S. Couldrey, the resident manager of the Le Roi No. 2, will not acknowledge it, the initiation of the plan to secure the lease of the Vancouver group, the development of the property, its purchase, and the success that has so far attended the enterprise, are all largely due to his energy, foresight and good judgment. Of course, at every stage of the proceedings, he kept in close touch with his principals, was deferential as to their judgment, and acted on their advice. It was, however, largely due to his persistent recommendations as to the genuine merit of the property, that the deal was finally consummated, and he is to be heartily congratulated on the result.

SEEK POINTERS IN DOMINION

AUSTRALIAN IS STUDYING WEATHER SERVICE HERE

Sent by Government of the Commonwealth to Canadian Cities.

(From Friday's Daily.)

For the purpose of gathering data and general information for the new meteorological service which is being installed in Australia, the federal government of the Commonwealth has sent Henry A. Hunt, the chief of their meteorological service to Canada.

Seen at the Empress by a Times reporter to-day, Mr. Hunt explained his mission to the Dominion.

"Up to the present," said Mr. Hunt, "Australia has had a very disjointed meteorological service. The difference of methods as applied to the service in Australia and in various other countries has made it a matter of difficulty to compare notes, and the government feel that there is a vital necessity for greater uniformity. The government is especially anxious to compare their service with that at San Francisco, Victoria and Vancouver, as the work done in these cities is very similar to that in Australia."

Mr. Hunt, besides comparing methods will carefully examine into the instruments in use in the Canadian service with the view of re-equipping the Australian stations with more satisfactory apparatus.

"The Commonwealth has now weather stations at Brisbane, Melbourne, Hobart, Adelaide, Perth and Sydney (where the head office is)" continued Mr. Hunt. "We have 5,000 rain-recording stations, and some 600 temperature recording stations, while the barometer stations number perhaps 500. We have established branch stations in the Fiji Islands, and in Papua. Daily observations are made in New Zealand."

One of the principal difficulties between the Canadian and the Australian meteorological services as stated by Mr. Hunt, is that in Australia the main office in Sydney issues the forecasts for the whole of the Commonwealth, while in Canada each district issues its own local forecasts. This is largely owing to the fact that there are very few men trained in the service in Australia as compared with Canada, and experienced men are kept as much as possible in the head office at Sydney.

The thermemetic charts are also issued at the Sydney headquarters and dispatched to the different offices throughout Australia.

"We have often," said Mr. Hunt, "to record severe wind-storms on the Australian coasts. Our wind-recorder has registered gusts of wind blowing as hard as 120 miles an hour. We had a very severe wind storm just previous to my departure from Melbourne for Canada, a ship being blown completely out of the harbor."

Mr. Hunt left to-day for San Francisco. He will pay a visit to the meteorological station there, and may take a run down to the Lick Observatory at mount Hamilton. Thence he will travel to Washington, spend a few days there, and then on to New York, whence he will proceed to Toronto, where he hopes to arrive in time to spend a few days at the National Exhibition. It is possible that he may place an order with a Toronto firm for instruments if he sees any in the service there that would be well adapted for the Australian service.

After a visit to Ottawa and Montreal Mr. Hunt will cross to England, and thence back to Australia via India.

He expects to spend about eight months in his wanderings in search of information.

Mr. Hunt had an interesting adventure while coming from Russia some years ago. The propeller of the vessel of which he was a passenger, broke away, and the ship plunged about for six weeks, during which time the passengers subsisted largely on sea-biscuits.

Yesterday Mr. Hunt spent some time looking over the meteorological office here, and having the system explained to him.

"This is a splendid little city here," said Mr. Hunt enthusiastically, as he lay back in his chair at the Empress hotel.

"You Canadians have the advantage of us in one particular, you are nearer the world. Isolated as Australia is, she hasn't the constant incentive Canada has to push ahead. With the United States at your borders and a good manly rivarly pushing you constantly forward, there can be no doubt that a great future is awaiting the Dominion in the years to come."

PRESIDENT DELAYED BY STEVEDORES' STRIKE

(From Friday's Daily.)

Delayed by the stevedoring strike on the Sound the Pacific Coast steamship President did not get away for San Francisco until 3 o'clock this morning. She was reported passing out at Tatoosh at 7.40 a.m.

One of the largest crowds of passengers embarking on a San Francisco liner at this port for several months' past went away on the President. Altogether the steamship carried 247 passengers and 2,000 tons of cargo. From this port she took 70 passengers, 37 being in transit ex the R. M. S. Aorangi, 15 from Vancouver and mainland points and 18 from this city.

The steamship City of Puebla is scheduled to leave San Francisco to-morrow afternoon and is due on Monday.

The Alaska excursion steamship Spokane, of the Pacific Coast Company's fleet, will arrive here from Seattle about 6 a.m. to-morrow, leaving at 11 o'clock for the north. She will have the usual capacity passenger list which will include a large party from the East.

ENTRIES BRISK FOR EXHIBITION

LIVESTOCK ENTRIES COMING IN EARLY

And Other Exhibits Will Be Nearly Double Those of Last Year.

(From Friday's Daily.)

From the entries already received in the live stock department of the Provincial exhibition, things look good for an entry list of at least double the size of last year's.

"Never before," said J. E. Smart, the secretary of the Exhibition Association, "have the entries come in so early. I have already 30 or 40 entries in live stock. The horse show classes are filling up particularly well and the ringside meets are going to be record-breakers this year. Some of the finest Seattle horses are being entered, while the best stables in Tacoma and Vancouver are having their names added to the list.

"We are assured," continued Mr. Smart, "of all the horses we can possibly handle for the races, which are to be one of the features of the exhibition. We will have at the least a hundred runners entered.

"Thos. McMillan, one of the best-known cattle men in Alberta, is sending a select herd of Galloways from his ranch at Lineham; another man from Portage la Prairie is bringing a splendid herd of Herefords and other cattle men in Saskatchewan are sending exhibits of the beef that can be raised on the prairies. In addition to this we have the assurance of two carloads of horses from Calgary.

"The stock judging and horse show pavilion is practically completed. The building is 154x200 feet, while the ring is 60x200 feet. The pavilion will accommodate 2,000 people. There are 44 private boxes, including a vice-regal box and a box for the press. A number of the boxes have already been spoken for by prominent Seattle and Vancouver people.

"A gentleman," said Mr. Smart, "who has exhibited throughout the length and breadth of Canada, told me that our stock judging and horse show ring was the finest thing of its kind west of Toronto."

The building and ring will be illuminated with arc lights of 1,200 candle-power, which will perfectly illuminate the ring at night time.

"Every space in the main building will be filled with exhibits," observed Mr. Smart. "We have had to add 1,500 feet to the floor space of the two galleries in the main building in view of the increasingly large number of exhibits.

Mr. Smart has been trying to arrange for a New York aeronaut to come to the fair with two airships, one as an auxiliary in case the first breaks down. Though negotiations have not yet been completed, it is probable that the attraction will come to Victoria.

H. McCush, of Bellingham, who has very kindly undertaken to push things along for the exhibition in the Sound cities, has already sold a thousand tickets for the excursion which will be run from Bellingham to Victoria on Americans' Day.

Arrangements were made by Mr. Smart while he was in Seattle for the advertising of the exhibition in Seattle, Tacoma, Bellingham and Everett.

An additional incentive to visiting the provincial exhibition, if such could be needed, is the system of tombolo prize-giving, which will be in effect from the opening day to the finish.

Each paid admittant will be given a second ticket by which he stands the chance of winning $50.

The tickets, which are collected at the gate, will be put in a box and someone will draw one. The person holding the ticket, whose number corresponds to that of the ticket, will receive the fifty dollars.

LATE A. S. FARWELL FORMERLY LIVED HERE

Deceased Was Prominently Connected With the Early Surveys in Province.

(From Friday's Daily.)

The death of A. S. Farwell in Nelson recalls the fact that for many years he was a resident of this city, and has since been a frequent visitor here.

Mr. Farwell was a land surveyor by profession, a nephew of Sir Richard Malins, and a cousin of Attorney-General Geo. Hunter Carey. He reached Victoria early in 1864, arriving by the same steamer as H. E. Governor Kennedy.

Late in the same year he joined Mr. Mohun, under the firm name of Mohun & Farwell, civil engineers and surveyors, having an office in Government street, on the site now occupied by Mr. Bridgman.

From that time until confederation, with the exception of an exploring trip to Queen Charlotte islands about 1865, he was principally employed on government surveys on Vancouver Island and the lower Fraser. In 1871 he was employed in the Eagle, and in 1872 in the Yellowhead Pass on the C. P. R. exploratory surveys. In 1873 he became the deputy head of the lands and works department and served under Chief Commissioners Beaven, Walkem and Vernon. In later years he made his home in Nelson, executing a considerable amount of important work. Latterly, he usually spent his winters in Victoria. He was a thoroughly kind-hearted and most generous man, and though he abhored self-advertisement, there are many who will deeply regret the loss of so true and staunch a friend.

GOLD SHIPMENT FOR CANADA.

New York, July 31.—The agency of the Bank of Montreal to-day shipped $500,000 in gold coin to Canada, bringing the total sent to Canada during the past two weeks up to $4,000,000.