Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

THE FEDERAL CAPITAL.

IMPORTANT CHANGES IN THE POST-OFFICE DEPARTMENT.

Ward Has the Draft of a Preferential Trade Arrangement—Ewart Declares the Manitoba Catholic Schools Are Efficient.

Ottawa, June 17.—Deputy Minister of Justice Newcombe goes to England on Thursday. He will make a strenuous fight for Canadian interests in connection with the copyright question. Queen's Printer Dawson accompanies him on the same mission.

It is stated that Postmaster-General Ward carries back with him to New Zealand a draft of a trade arrangement with Canada on a preferential basis.

A reconnaissance survey of the St. Lawrence will be made this year by graduates of the Royal Military college.

Mr. Ewart, counsel for the Catholic minority in Manitoba, publishes a reply to the resolutions of the Manitoba Government refusing to obey the remedial order. He denies the pretence of Premier Greenway and Attorney-General Sifton that the Catholic schools are inefficient.

Ottawa, June 18.—By a vote of 68 to 57 the House declared that it was expedient to defer a pronouncement on the prohibition question until the decision of the Judicial Committee on the matter had been received.

Senator Wark wants Canada to make overtures to Great Britain for joint action to relieve Newfoundland from her financial embarrassments and enable her to enter the Dominion.

Mr. Finney, representing the Kansas City Smelting and Refining Co., accompanied by the British Columbia members, interviewed Hon. Mr. Foster this morning regarding assistance to smelting in British Columbia. Mr. Finney says that if a small bounty is given on ore treated his company will immediately proceed to erect a smelter at Revelstoke, or at the head of Arrow Lake, followed probably by a smelter at Trail Creek, and one at Nelson. Mr. Foster will lay the matter before the Cabinet at an early date.

It is reported that Hon. Mr. Foster has given assurances to Hon. Mr. Laurier that no further Government legislation will be introduced this session. This would imply that no remedial legislation will be introduced this year, but the French-Canadians will make a great effort to secure the introduction of the measure.

Mr. Ballantyne, of Stratford, one of the leading cheese dealers of Ontario, spoke strongly before the Agricultural committee in favor of the compulsory branding of cheese with the month of the make. Prof. Robertson urged that the matter be deferred until next year.

St. Thomas, Ont., June 18.—Hendershott and Welter were hanged in the jail yard this morning at 8:14. There was great excitement in the city.

Niagara Falls, Ont., June 18.—The nude body of a man was discovered on the Canadian side of the river near the Maid of the Mist landing yesterday afternoon and removed to the undertaking establishment of M. Morse. The body had been in the water some time and the head especially was so badly decomposed that identification will be difficult or impossible.

Winnipeg, June 18.—In the Legislature yesterday Premier Greenway moved a resolution embodying the reply of the order of the Federal Government to restore separate schools. In a short speech the Premier reiterated the determination of the Government to stand by the present school system, and justified the decision of his Government to refuse obedience to the commands of the Ottawa ministry. He expressed the belief that if the Federal authorities thoroughly understood the question they never would have issued the order in the terms they did, and should they see fit to look more fully into the matter, rather than attempt to carry out their hurriedly issued order he and his Government would furnish such information as he was sure would cause them to recede from their position. If that was the course taken he believed a peaceful solution of the difficulty would be found. Greenway made no reference to his interviews with Lord Aberdeen.

Attorney-General Sifton went more thoroughly into the question, touching the constitutional and legal points. His principal contention was that the judgment of the Imperial Privy Council did not command the Government of Manitoba to take any action, and the issuance of the remedial order was simply a matter of policy.

Armstrong, of Woodlands, was the only man who spoke on the Opposition side. While taking exception to all the acts of the Greenway Government in the matter, and justifying the steps of the Ottawa ministry, he did not state whether or not he supported or opposed the reply proposed by the Premier.

London, June 18.—Wm. David Welter, the younger of the prisoners who were hanged at St. Thomas for the murder of W. H. Hendershott, made a confession to his spiritual adviser, Rev. D. Spencer. He in substance says that John A. Hendershott was not a party to the killing, nor did he know anything about it, that he, Welter, was in the woods when the crime was committed, but that it was done by a third party, at the same time giving the name of a prominent farmer of Southold township, Elgin county, as the actual murderer. He entirely exonerates all the others but this particular man. The name of the farmer in question is one so highly respected and so far above reproach that the authorities have withheld it. Welter's story in effect was that the deed was committed by the farmer because of some bad feeling between the farmer and the murdered man. He, Welter, says he came upon the farmer in the woods engaged in his murderous work, and being detected at the same moment was threatened with his life if he divulged it or in any way divulged his name in connection with the deed. County Crown Attorney Donahue placed so little faith in this story that he will neither give the name of the person whom Welter charged with the murder, nor the alleged motive. If the latter were given he says it would at once reveal the person.

Mount Forest, Ont., June 18.—Yesterday Kennilworth village, seven miles south of here, was swept by fire. The fire originated in the hotel stables of David Kennedy, spreading to the hotel and stores, cleaning everything in its course. The total loss is estimated at $15,000.

Peterboro, Ont., June 18.—At noon yesterday, Walkerfield, the magnificent residence of George W. Hatton, was destroyed by fire. There was no water facilities for saving the building and it went up in smoke, causing the loss of $7,000, insured at $3,500. The contents, which were very valuable, were covered by insurance.

Kingston, June 18.—Elijah Veale, aged 76, W. Barke, aged 70 years, an old British veteran, and Miss Bryan, aged 80, died on Sunday. Miss Bryan taught Lieut.-Governor Kirkpatrick his early lessons.

Ottawa, June 19.—British Columbia had a field day in the Senate yesterday on Senator Macdonald's motion. He called attention to the commercial and financial importance of British Columbia, and asked the leader of the Government if he considered that the Province was entitled to as full proportionate representation and the same other rights and privileges as are now enjoyed by the other Provinces. It was much more necessary for British Columbia to be represented in the Cabinet than Provinces nearer to the seat of Government. He referred to the unbroken support given to the administration by the Province and said that despite that fact political parasites from the other Provinces had been given important positions which were denied the people of British Columbia. The vast mining areas of the Province needed only Federal assistance in the way of railway subsidies to open up districts of untold mineral wealth. A lively spat took place between Senator McInnes and the Premier, the former claiming that the Province had stronger claims for representation in the Cabinet than Prince Edward Island, and warned the Government that the next election would show how the people resented the treatment accorded them. Sir Mackenzie Bowell said he hoped the day was not far distant when men would be appointed to Cabinet positions for merit only, and not because they represented any section of the country, creed or nationality.

The Mounted Police report says that liquor is being smuggled into the Northwest Territories by way of British Columbia.

Sam Hughes presented a memorial to amend the Confederation Act placing education solely within the power of the Provinces after wiping out separate schools. A caucus of French-Canadian Conservatives was held to discuss the school question. Strong pressure is being brought to bear on the Government to introduce a remedial law this session.

The House discussed the Yamaska bridge affair, on motion of Mr. Davies strongly condemning Hon. Mr. Haggart's administration. The debate was adjourned.

Winnipeg, June 19.—A. F. Martin, leader of the Opposition in the Legislature, spoke at length against Premier Greenway's reply to the Federal Government on separate schools. He made a strong speech in support of the minority's position, maintaining that the Catholics did not want inferior schools, as even the present private schools were in every way equal to the public schools, which were really Protestant schools. The religious teaching in the public schools was Protestant, while the Catholics were forbidden from teaching their faith in a like manner. The Government evidently had a horror of anything Catholic. The public school system of the United States, according to eminent Protestant divines, had sapped Christianity, and the Manitoba public schools would do the same. In proof of his statement that the Catholic schools were not inefficient, he named several of Winnipeg's leading citizens who could cash their checks for $10,000 or more, all of whom had been educated in the much abused Catholic schools. Mr. Martin spoke until a late hour in the evening, and was followed by James Fisher, who advocated the Ontario system of schools in Manitoba. Hon. J. B. Pendergast, who resigned his seat in the Government some five years ago owing to the abolition of the separate schools, then took the floor.

Judge Desnoyers, Montreal, has written to Sir C. H. Tupper strongly resenting his statement that the failure to convict in the St. Louis case is a miscarriage of justice.

The Commissioner of Mounted Police reports the Mormon colony in the Territories to be increasing. They are a steady, law-abiding people.

CHRISTIAN TEMPERANCE WOMEN.

Lady Henry Somerset Addresses the Assemblage.

London, June 17.—The nineteenth annual meeting of the British Women's Temperance Association opened in Queen's hall this morning. The principal features of the session was the annual opening address of the President, Lady Henry Somerset. She said: "With us, as with our sisters across the water, this day celebrates the completion of an epoch in our annals. The temperance question was never so vigorously alive in our country as it is to-day. No other great nation ever before saw a direct veto bill included in the platform of the dominant party twice recommended from the throne and championed by the leader of the House of Commons. The strength of public sentiments indicated by these facts marks England as the leader of national sentiment and proposed legislation among the nations of the earth. There is another reason why the present council of the B. W. T. A. will stand unique in the records of reform. Never before have so many women convened representing such an organization so large and thoroughly equipped with plans so far reaching for the good of hearts and homes in every nation. To us as Englishwomen, it is a homeless land, many of our delegates have come from Canada, from Toronto, the best governed city on the American continent, and from stately Montreal, from picturesque Quebec and staid Halifax, from British Columbia, on the Pacific coast, and from Ottawa, where our Countess of Aberdeen works so wisely in building up Women's councils. Canada has within a year voted for prohibition by such majorities as to leave the Government no alternative, if it would continue to be, as it must, if it would live at all, an exponent of public opinion."

THE COLIMA DAMAGES.

New York, July 19.—The Pacific Mail SS. Co., Saturday filed a petition with Judge Brown, of the United States District court, asking for exemption for liability for all damages occasioned by the wreck of the Colima and offering to surrender into court for the benefit of those having claims against the company in the matter its interest in the wrecked vessel on the freight moneys earned on the last fatal voyage. The court appointed S. H. Lyman trustee to receive the transfer interest and hold it for the benefit of the creditors who might prove claims. Such transfer was executed to Mr. Lyman and accepted by him. The court directed an order commanding all persons claiming damage by reason of the wreck to present their claims to commissioner Thos. Alexander on or before Oct. 1st next. An order was also issued restraining persons from suing the company for any damage they might have received by reason of the wreck until the termination of the present proceedings. The above orders were filed to-day.

THE ASCOT MEETING.

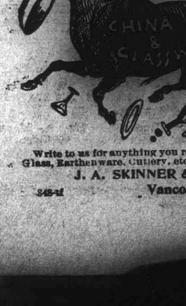
Ascot, Eng., June 19.—The second day of the Ascot meeting was marked by rain and cloudy weather and the attendance in consequence was largely reduced. Those who made their way to the heath through the inclement weather were disappointed on learning that all the American horses entered for to-day's races were scratched. There were 20 starters for the Royal Hunt cup, over the new mile, (7 furlongs and 166 yards). A. F. Basset's Clorane won, Victor Wild second, Irish Car third.

HER SECOND TRIAL.

Glasgow, June 19.—The Valkyrie III. had her second trial trip to-day, and is considered to be ahead of everything in her class in running and reaching, but doubts are expressed regarding her windward qualities.

CATARRH RELIEVED IN TEN TO SIXTY MINUTES.

One short puff of the breath through the Blower, supplied with each bottle of Dr. Agnew's Catarrhal Powder, diffuses this Powder over the surface of the nasal passages. Painless and delightful to use. It relieves instantly and permanently cures Catarrh, Hay Fever, Colds, Headache, Sore Throat, Tonsilitis and Deafness. 60 cents at H. McDowell & Co. 338-12



Write to us for anything you require in China, Glass, Earthenware, Cutlery, etc.

J. A. SKINNER & CO., Vancouver, B. C.

348-tf

A GREAT WORK ENDED.

PARTICULARS CONCERNING THE LATEST GERMAN ACHIEVEMENT.

A Canal that Means Great Things for the Commerce of the World—Difficulties Met With and Overcome—Its Proportions.

The Baltic North Sea Canal, Kiel, June 18.—The waterway opened by the new canal has been navigable for smaller vessels for over a hundred years. In 1874 was completed the Elder canal which, pursuing a tortuous course for 100 miles, connects the Bay of Kiel and the town of Tonning, on the North Sea. Besides its devious meanderings this canal in depth was only seven feet, so that it was utterly useless for the passage of a modern navy. At length Germany undertook the construction of the present magnificent work with its depth of 30 feet and breadth of over 210 feet. Although the scheme for the canal had been broached over 40 years before it was not until 1878 that the first definite plans were made. Even for years after the project languished on account of the opposition of the military authorities of the Empire. But in 1886 the venerable Emperor William, Prince Bismarck and Gen. Von Moltke each gave adherence to the plans and shortly thereafter the bill for the canal's construction was passed by the Reichstag. On June 3, 1887 the work was formally inaugurated by the present Emperor's grandfather. To-day, June 18, 1895, witnesses the practical completion of the task. The new canal stretches across the Prussian Province of Holstein along nearly its entire course. The soil is favorable to canal building, although in some places it has been found difficult to make a good bed because of the boggy and marshy ground, but nowhere have the builders of the canal encountered such abnormal formations of land and rock, or such rushing torrents as confronted those who undertook the Panama canal, or such treacherous sands as had to be overcome by De Leseps in excavating the Suez canal. At no place is the soil more than 80 feet above sea level, and therefore it has not been necessary to construct locks at any point except each end, and these locks form a very important and costly feature of the Baltic canal. The construction has been necessary because of differences between the tide levels of the two connected seas. The lock of the Baltic end will not have to be used more than 25 or 30 times a year, since the rise and fall of the tide on the Baltic is very slight. The rise and fall of the North Sea tide, however, is so great that but for the lock the depth of water in the canal would vary from 10 to 17 feet. The lock at Brunsbuttee will therefore have to be kept closed most of the time. The two locks are the largest in the world with the exception of the Bremerhaven, near the River Weser's mouth. Each consists of two chambers, parallel and continuous. Each chamber has an available length of 492 feet and a width of 82 feet. Since the North German Lloyds largest trans-Atlantic steamers are but 465 feet long and 52 feet wide and the largest iron-clads in the present German navy are 380 feet long and 64 feet wide, it will be seen that the lock capacity is amply sufficient for the largest craft that may be called upon to pass through the canal, while several steamers and sailing ships of ordinary size can readily pass together. The importance of the new canal from every point of view can hardly be overestimated. The German men-of-war can pass from one sea to the other without sailing through foreign waters and it is now possible to quickly concentrate the entire German navy engaged in east or west coast. To the merchant marine the new channel will be hardly less important, the saving in time and distance will be very considerable for ships plying between the Baltic and ports in London and Hull. The new course will be 238 miles shorter than the old one. Bremen ships will have 322 miles and Hamburg 424, but still a greater gain will be made in respect to safety, for the passage between Jutland, the northermost part of Denmark, and the Scandinavian peninsula, which has heretofore been the only available one for vessels in the Baltic Sea trade is counted one of the most dangerous in Europe, more than 200 craft being annually lost upon its treacherous coast.

Kiel, June 19.—After the labors of eight years and an expenditure of about 156,000,000 marks ($39,000,000) the great canal which joins the Baltic sea to the German Ocean is ready for use. It intersects the peninsula of Schleswig-Holstein from Brunsbuttel, near the mouth of the Elbe river, to Holtenau, on Kiel bay, and opposite the city a distance of 59 miles. The entrance at both termini have been provided with dock gates for the passage of vessels. Each of the gates is 271.3 yards wide and the space enclosed by its walls is 164 yards in length. The lowest possible depth of water at the Brunsbuttel end is almost five fathoms, and at the Holtenau end a little more. The dock gates or sluices are operated by hydraulic power. The whole canal is lighted by electricity, said to be the longest distance in the world illuminated continuously in that way. Some 5,000 tall poles, taken from Bismarck's oaks in the Sachsewald, have been erected for the purpose, and each lights is 25 candle power. The distance between every two posts being about 236 yards. The light furnished is powerful enough to enable navigators to plainly discern the route by night. Two sluices at the terminal points of the canal are lighted both by arc and incandescent lamps of diverse power, and the entrance points to the harbor and sluices are marked by colored lamps. The power of this whole main line is furnished by two main stations at Brunsbuttel and Holtenau. At all those points where the canal runs through small lakes and ponds, of which there are quite a number along the route, the buoys are lighted by gas. Steam tugs are stationed at each main gate to the canal to assist vessels and inside the gates are harbors for the accommodation of vessels which have to wait for a passage. At the lowest possible water the canal has a depth of 4 1-2 fathoms, but 4 3-4 fathoms is the desired depth throughout. The breadth at the bottom of the canal is 24 1-10 yards. In traversing the canal vessels must be accompanied by special pilots and must not exceed a speed of 5 3-10 knots. The time thus required for the passage of the whole canal, including the delay at two locks, will average 13 hours. Sailing vessels must be towed through the canal. Both sides of the water way are faced with stone up to the surface water and at intervals of about 200 yards stone steps are let into the wall at convenient points. Near these steps stand posts for warping lines, etc. Provision is also made for vessels to get out of the way of larger ships of war which may be passing through the canal, seven widened passages occurring at a distance of six miles apart, for each vessel to lie. Each of these widened passages is 273 yards long and 277 yards wide, than the canal itself. At several points the canal is crossed by movable bridges, which, when opened, leave a free space of 54 1-4 yards. There are also a number of ferries. Finely constructed permanent railway bridges at Levensau and Grunenthal carry the West Holstein and Kiel Flensburg lines across the canal. The piers of these two bridges have case mattled buttresses attached, each capable of holding 400 soldiers and port holes for guns wrought in the masonry which in times of war could be used to prevent the enemy's passage. Each of these two bridges has an altitude above high water level of 138 feet, admitting the passage of the tallest masts. The purpose of the Baltic canal is two-fold, commercial and naval. As for commercial advantages, they resulted plainly enough, since the shortening of the voyage hitherto made around Skager Rock is considerable. From Newcastle, Hull and London the saving in nautical miles is 107, 181, and 229 respectively; from Dunkirk and other points along the French, Belgium and Dutch coasts, the saving varies from 226 to 250 miles, and from Emden, Bremen and Hamburg, the saving is 283, 323 and 425 miles respectively. A similar saving of distance and time is made for the Baltic ports of Prussia, Mecklenburg and Russia. The military advantages accruing lie in the fact that henceforth, in times of war, the German navy cannot be rent or kept apart and the provisioning of either the Baltic or North Sea ports cannot be interrupted or rendered impossible. To this feature of the result following the opening of the canal the Emperor attaches the highest importance. The Reichstag granted 2,700,000 marks to defray the expenses incidental to the celebration. In moving it the Government called attention to the international importance of the canal and asked that the festivities be on a corresponding scale, even exceeding those at the time of the opening of the Suez canal in 1869. Invitations to attend the ceremonies were issued to all the sea-faring nations of Europe and the United States and representatives of all these nations will participate at the dedication as the guests of the Emperor. Germany has about 50 large and small vessels of the Imperial navy at the opening exercises, while the other nations are represented as follows: Great Britain by 166 vessels with a total displacement of 78,600 tons, 171 officers and 4,290 men; Italy with nine vessels with a total displacement of 33,317 tons, 180 officers and 3,309 men; the United States by four vessels with a total displacement of 21,747 tons, 75 officers and 1,497 men; France by three vessels with 18,880 tons displacement, 60 officers and 1,380 men; Russia by three vessels, with 20,572 tons, 70 officers and 1,350 men; Austria-Hungary by four vessels with a total displacement of 13,894 tons, 52 officers and 1,212 men; Scandinavia by five vessels with 55 officers, 1,232 men and 17,868 tons; Denmark by six vessels with 32 officers, 1,370 men and 29,600 tons; Holland by two vessels with 25 officers, 413 men and 4,576 tons; Roumania by two vessels with 23 officers, 400 men and 850 tons; Turkey by one cruiser corvette with 15 officers, 300 men and 1,960 tons. In all about 42 foreign vessels with 814 officers and 17,463 men. The most brilliant feature of the series of festivities will be the laying on Friday of the last stone in the building of the canal and the international banquet which is to follow it, this marking virtually the close of the official programme of festivities. The ceremony of laying the last stone will take place in the open air at Holtenau, in view of thousands of guests and many thousands of sight-seers and not in the light house adjoining the sluice as at first intended. The newspapers of the world are, of course, represented, but of the 350 who exhibit a desire to participate by some representative, but 150 could be accommodated by the Government. The steamer assigned by the Government to the newspaper men will be unable to convey more than that number. Of the 150 nearly one-half represent newspapers of other countries than Germany. At the Imperial banquet but 15 representatives of the foreign press will be admitted.

There was a heavy down-pour of rain this morning and for a time it seemed likely to jeopardize the success of the fetes. Happily the clouds cleared away and brilliant sunshine, accompanied by a pleasant breeze, followed. As a result the streets were soon alive with people and everywhere great animation prevails. Many of the streets are decorated with triumphal arches and with greetings to the Emperor suspended across the thoroughfares. The whole city represents a strikingly effective appearance. Flags of all nations were hoisted at noon and the entries at the doors of the principal hotels denoted the presence of the Imperial guests. Naturally the chief centre of attraction was the seaport, where the display of war ships attracts many thousands. Those of the United States, Great Britain, Italy and Austria are especially admired. Large stands, hidden by a profusion of flowers, have been erected at the entrance of the canal. At 8 a. m. the war vessels of 14 nations represented here hoisted their flags to the strains of the anthems of their respective countries.

Berlin, June 19.—The Emperor William, accompanied by four of his sons, started for Hamburg at 8 o'clock.

The official introduction of foreign admirals and captains to the port captain and military commandant of Kiel occurred on board the Mars, and concluded with an official exchange of visits. The Mars hoisted the flag of Admiral Knorres. The latter subsequently, accompanied by the commanders of the foreign squadrons and many officers of various national stations came to Hamburg in order to meet the Emperor.

Hamburg, June 19.—At Dammthor railroad station this morning large crowds of people gathered from the city and surrounding country anxious to catch a glimpse of the Emperor and his sons upon their arrival from Berlin. Throughout the morning people streamed into the city from all parts and between noon and 1 p. m. traffic from the main thoroughfares was entirely suspended. In spite of the large crowds assembled the most perfect order was kept by the mounted police.

Paris, June 19.—The Kiel correspondent of the Gaulois says: "The Russian warships are desirous of participating in the mourning of the French vessels upon the occasion of the anniversary of the death of President Carnot, (June 24th) and will leave Kiel in company with the French ships with flags at half-mast." The Gaulois correspondent adds that the playing of Der Wacht Am Rhein by the band of the British fleet has given rise to much adverse comment.

RAILWAY FIGURES.

Interesting Report of the Interstate Commerce Commission.

Washington, D. C., June 17.—The seventh report of the Interstate Commerce Commission for the year ended June 30, 1894, has just been submitted. In the introduction especial attention was called to the peculiar conditions affecting the operation of railways during the year and the first report covers the last four months of the Columbian Exposition, during which time there was increased passenger traffic; second, it covers a period of widespread and unprecedented business depression; third, on June 30, 1894, 192 roads operating upwards of 42,000 miles and representing one-fourth of the total railway capitalization, were in the hands of receivers. The total railway mileage in the United States on June 30, 1894, was 178,708, an increase during the year of 2,247 miles. The increase during the previous year was 4,897 miles. The total number of railway corporations on June 30, 1894, was 1,924, an increase during the year of 22. The number of roads not in operation was 77. The movement for consolidation during the year on the basis of the mileage involved has been greater than for years previous. Fifteen roads representing 1,734 miles have been merged, 22 roads representing 2,452 miles have been re-organized and 14 roads representing 1,500 miles have been consolidated. On June 30, 1894, the total number of locomotives was 35,492, an increase during the year of 1,204. The total number of cars reported was 1,278,079. Over 70 per cent. of the total equipment is still without train brakes and automatic couplers. The total number of railway employes on June 30, 1894, was 775,605, a decrease compared with the number on June 30, 1893, of 93,964, or 10.76 per cent. This is a smaller number employed than in any year since 1890. The total amount of reported railway capital on June 30, 1894, was $10,796,473,313 or $62,861 a mile of line. The amount of stock paying no dividends was $3,066,150,094 or 63.43 per cent. of the total amount. The total amount of dividends was $93,575,976 or an average rate on dividend paying stock of 5.14 per cent. The number of passengers carried was 619,688,195, an increase over the previous year of 26,127,587, and was occasioned by the World's Fair travel. There was a large decrease in freight traffic, the number of tons carried being 635,188,553 as against 745,159,482 in 1893, a decrease of 106,932, 929 tons. The gross earnings of railways for the year were $1,073,381,797, a decrease as compared with the previous year of $147,390,077. The passenger revenue decreased $16,142,238 and the revenue from freight, $124,980,248. The net earnings were $341,947,470, a decrease of $50,883,100 as compared with the previous year. The income derived from sources outside of operations was $146,816,805. The amount of fixed charges and other deductions from income were $439,096,310, leaving a net income of $55,775,970 available or dividends, a decrease as compared with the previous year of nearly 50 per cent. The amount of dividends paid was $95,575,976, a decrease of only $5,353,900 from the amount paid the previous year. During the year 1,823 railway employes were killed and 23,422 injured, as compared with 2,727 killed and 31,729 injured in 1893. The number of passengers killed was 324, an increase of 25. The number of injured was 3,034, a decrease of 195.

TURKEY RECALCITRANT.

Constantinople, June 18.—The Turkish Government has made a fresh reply to the note of the powers outlining the reforms insisted on for Armenia. The Porte accepts the principle of the proposed reforms, but requests several points to be discussed before any action is taken. The Turkish Government also denies that the terms of the treaty of Berlin confer the right of demanding guarantees formulated by the Powers, and expresses hope that the Sultan's sovereign rights will not be prejudiced. The impression which prevails here is that this last reply is tantamount to a refusal and it is feared the powers will adopt more urgent measures to enforce their demands. The British Mediterranean squadron which arrived at Beyrout on June 3rd, has sailed from that port to Tripoli. Reinforcements of Russian troops, it has now been definitely ascertained, have been sent to the Turkish frontier in the vicinity of Armenia in order to prevent the passage of marauders and supplies of arms and ammunition.

"HOW TO CURE ALL SKIN DISEASES."

Simply apply "Swayne's Ointment." No internal medicine required. Cures tetter, eczema, itch, all eruptions on the face, hands, nose, scalp, leaving the skin clear, white and healthy. Its great healing and curative powers are possessed by no other remedy. Ask your druggist for Swayne's Ointment. 8-th 338-y

ACROSS THE BIG POND.

THE MAN RESPONSIBLE FOR THE ELBE DISASTER.

Oscar Wilde Seeking a New Trial, Falls to Get Released Meantime—The Ascot Meeting Begins To-morrow—A Scotch Election.

London, June 17.—An application was made to-day for the release of Oscar Wilde, pending steps to be taken for a new trial. The application was refused.

The election in Inverness-shire resulted in the return of Mr. Baillie, of Dochfour, the Unionist candidate, over Donald McRae, the Crofter nominee.

The Board of Trade, after examining thoroughly the reports regarding the sinking of the Elbe, which resulted in the loss of about 370 lives, has ruled that the mate of the Crathie, the British steamer which ran into and sank the German steamship, was responsible for the disaster. Consequently, the mate's certificate was suspended. The court added that the collision might have been averted and the danger passed if the Elbe had stopped immediately after the officer of the watch had sighted the danger.

The following have received tickets for the royal enclosure for the Ascot meeting, which commences to-morrow, from the United States embassy: Miss Roosevelt, Mr. and Mrs. Carter, Mr. D. D. Wells, Hon. Wayne Macveagh, the United States ambassador at Rome, and Mrs. Macveigh, Lloyd Griscom, Arthur Blight and Miss Blight.

EUROPEAN ADVICES.

Cromwell Will Have to Wait for a Statue, Governor of New South Wales—Chamber Burned

London, June, 18.—The Parliamentary Secretary of the Foreign office, Sir Edward Grey, replying to William P. Byles, representing the Shipley division of Yorkshire in the House of Commons, said that in January last the United States, by Hon. Thomas F. Bayard, had informed the Secretary of State for Foreign Affairs, the Earl of Kimberley, that the United States Government would gladly lend its good offices to bring about a settlement by arbitration of the dispute between Great Britain and Venezuela respecting the boundary of British Guiana. The position of Great Britain in the matter was explained to Mr. Bayard, who was informed that the British Government was willing to arbitrate within certain limits, but that it would not agree to the more extensive reference upon which Venezuela insisted.

Viscount Hampden has been appointed Governor of New South Wales. He has been a member of Parliament at different times since 1866, his last appearance in Parliament being in 1885-6, when he represented the Stroud division of Gloucestershire. He has also been captain of the Coldstream Guards and Surveyor-General of Ordnance in 1883-4.

Justin McCarthy, in the House of Commons last evening, warmly protested against the Government offering public insult to Ireland by proposing to erect a monument to Oliver Cromwell. He moved a reduction of the vote to £500. The motion was carried by a vote of 220 yeas to 83 nays. Mr. John Morley, Chief Secretary for Ireland, thereupon withdrew the proposal for the monument.

A Paris dispatch to the Times announces that the Academy of Sciences has elected Professor Simon Newcombe, of Washington, its foreign associate in place of the late Professor Helmholtz.

Colonel Capello, with a force of volunteers and civil guards amounting to 170 men, has engaged the insurgents near Jamaica, District of Guantanamo. The insurgents were commanded by Periquito, Perez and Jose Maceo, and numbered 500 men. The Spanish forces captured the insurgent camp, a quantity of arms and ammunition and 32 horses. The insurgents lost four killed, among whom was the insurgent captain Castillo. They also had seven wounded. On the side of the troops only one soldier was killed and three wounded. Marine General Delgade Peroje has arrived from Spain and has assumed command of the naval forces. In view of the peaceful attitude on the occasion of the anniversary of the death of President Carnot, (June 24th) and will leave Kiel in company with the French ships with flags at half-mast." The Gaulois correspondent adds that the playing of Der Wacht Am Rhein by the band of the British fleet has given rise to much adverse comment.

THE ASCOT WINNERS.

Ascot, Eng., June 18.—This was the first day's Ascot meeting and all true sportsmen were disappointed when it was announced that Richard Crokers Eau De Gaille, formerly the Utica, was scratched for the trial stakes. There was a large attendance in spite of the fact that the day was hot and a thunder storm was threatening. The course was about as hard as it could be. When the royal procession arrived at 1:15 p.m. the stands were not filled. Members of the royal family were driven slowly on the side furthest from the stand amidst faint cheering. Later the royal enclosure was filled with the admirers of racing, all the ladies being dressed in brightest toilets. Among those present were Mr. and Mrs. Richard Croker. There were only three runners. The result was as follows: J. Best's Worcester, 1st.; T. Jennings Souvenir, 2nd.; Daniel Cooper's Jack The Dandy, 3rd.

To add to the disappointed Mr. Dwyer's Banquet II. was scratched for the Ascot Stakes for which prize nine started. The following was the result: Chas. Mitchell's Ravensbury, 1st. M. T. Niguet's Sancho Panza, 2nd. W. N. Redfern's Fatherless, 3rd.

Richard Croker's Montauk was scratched for the Coventry Stakes, furnishing another disappointment by those who were hoping to see an American horse come to the front as a winner. The Prince of Wales Persimmon was 1st.; Sir R. Johnstone's Mell Melo, 2nd. and R. H. Combes, Dynamo, 3rd.

For the Gold Vase there were four runners and Richard Croker's Eau Gallie was scratched. The result was another victory for the Prince of Wales, with Florzell I. 1st.; Boxer 2nd.; and Son of a Gun, 3rd.

For the Prince of Wales stakes, there were six runners and the race was won by Lord Alington's Matchmaker, McNeil second, Bride of the Sea third.

ENORMOUS WATER SPOUT.

Kansas City, June 18.—A rain storm assuming almost the proportions of a water spout has occurred here. Nearly four inches of water fell within the hours which is the heaviest fall recorded in this vicinity for 15 years. Two inches of rain fell in 28 minutes. Goose Neck Creek, into which half-a-dozen small ravines loose their extra supply of water, rose five feet within 30 minutes. The rise is the biggest ever known in this vicinity. Four miles west of here near Quindaro, two boys Joseph and Thomas Butler Wicks, aged 19 and 17 years respectively, were struck by lightning while working in a field and instantly killed. The reported injury to several persons at Sheffield proved to be unfounded.

HER MAIDEN TRIP.

Glasgow, June 18.—The Valkyrie III., the challenger for the America's cup, started on her maiden trip to-day. She was towed out from Gourock at 2:30 p.m., and let go mid-channel, going down the Firth. Lord Dunraven and the designer of the yacht, Mr. Watson, were on board. There was little wind blowing across the Clyde to-day and the general opinion formed after the trial of Cornische the Valkyrie III., this afternoon was that she will not prove to be a light wind boat.

GLADSTONES AT COPENHAGEN.

Copenhagen, June 17.—Mr. and Mrs. Gladstone arrived here to-day on board the steamer Tantallon Castle, upon which vessel they are the guests of Sir Donald Currie. Immense crowds of people cheered the steamer and the seaport was gaily decorated for the occasion.

BODY IDENTIFIED.

Buffalo, June 19.—The body that was picked up below the falls early this week has been identified as Walter Kennett, the messenger who figured conspicuously in the Gibbs murder case. Its remains will be taken to Toronto for burial.

LORD COLIN CAMPBELL DEAD.

Bombay, June 18. Lord Colin Campbell, fourth son of the Duke of Argyl, captain in a Bombay Rifle Volunteer corps, is dead from pneumonia.

WIRES CONDENSED.

The Sault Ste. Marie canal is blockaded. There are 30 boats awaiting passage.

David Eldelman, aged five, was burned to death in a fire in a tenement in New York on Tuesday.

The Wolverine saw mills, Cairo, Ill., were burned yesterday. Loss $150,000; insurance $75,000.

About 600 employes of the Hamilton Woollen mills, Amesbury, Mass., are on strike because of the refusal of the management to grant them an advance in wages.

THE MARKETS.

As the season grows apace vegetables and early fruits become more plentiful; there is a good demand and it is fairly well filled. Strawberries have not been so plentiful this week as last owing to dull weather, sunshine being badly needed for ripening purposes. While some districts report only fair prospects, generally in the fruit line others predict a good return. All appear to unite in stating that apples will not be a good crop; other fruits, outside of apricots and peaches, promise well. Potatoes, it would appear, will be in demands, while the hay crop promises to be as prolific as usual. Prices are not undergoing serious fluctuations, and locally there are but few changes, quotations being given as follows:—

Feed and Produce—Potatoes, Fraser river, $50@47; Ashcroft, $12; wheat, Wash., $35; rolled oats, per 90-lb. sack, $4; Keewatin, $5.75; Portland City, $4.50; salt, $18@14; oil cake, $38.50; hay $11 per ton.

Produce—Butter (creamery), 18@20c per lb.; dairy, 14c. per lb. Fresh eggs, 20c. per doz. Ontario, 10c. per doz. Lard, per lb., 11 1-2c. tins. Ham per lb., small 12@13 1-2c. large, 11c., bacon, per lb., 12 1-2c.; backs 10 1-2 roll, 10c.; short cut, 18c.; cheese, 13@14c.

Meats—Beef, hindquarters, 6 1-2c. lb.; forequarters, 5 1-2 per lb.; cuts, 7@12c per lb.; mutton, cuts, 9@11c per lb.; pork cuts per lb.; dressed 10c per lb.; lamb 10c.; sausages 15c. per lb.

Quinces, 5c. per lb. Lemons, $3.50 per case. Oranges, 10 and 30c. per doz.

Vegetables—Carrots, turnips, beets, parsnips, cabbage, 10@15 cents per dozen. Onions 10c. Rhubarb 2c. per lb. Gooseberries 6@8c.; strawberries 10c per box.

Fish—Cod, (wholesale) 5c.; small fish, 4c.; bloaters per doz., 12c; kippered herring, 10c; fresh salmon, 10c. per lb; crabs, 15c. each; kippered salmon, 12 1-2.; finnan haddie, 20c. oolachans, 5c. per lb.

WESTMINSTER MARKET.

Potatoes, ton, $5@$8; turnips, cwt., 50c.; carrots (red), cwt., 50c.; carrots (white), $8 per ton; beets, lb., 3-4c.; cabbage, nil; onions, lb., 1 3-4c.; mangolds, ton, $7.

Wheat, nil; oats, nil; peas, nil; barley, nil.

Hay, per ton, $11.

Beef (hindquarters), lb., 6 1-2@7c.; do. (cuts), lb., 6c.; mutton (cuts), lb., 10@12 1-2c.; mutton (whole), nil; pork (whole, lb., 6@6 1-2c.; pork (cuts), lb., 8@10c.; veal, lb., 9c.

Domestic ducks, live and dressed, none; chickens, per doz., $5@$5.75; dressed chickens, geese and turkeys, nil.

Fresh eggs, doz., 18@20c.; butter, 17@25c.; per lb.

Rhubarb, 2@3c.

RHEUMATISM CURED IN A DAY.

South American Rheumatic Cure for Rheumatism and Neuralgia, radically cures in 1 to 3 days. Its action upon the system is remarkable and mysterious. It relieves at once the cause and the disease immediately disappears. The first dose greatly benefits. 75 cents. Sold by H. McDowell. 338-12

The British Government has determined to build a railway from Lake Victoria to the eastern coast of Africa. In a year or so, therefore, the nightmare journey which Stanley describes will be performed in a few hours by rail. The transformation of Africa is going on apace.

W. A. GRIFFITHS & CO.

(Successors to T. R. Morrow.)

Wholesale and Retail Druggists

And Manufacturing Pharmacists.

Orders by mail or telegraph promptly attended to. When you want anything in the drug line write us for quotations. Our stock complete. Prices the lowest. Quality the best.

426 and 428 Cordova Street, Vancouver.

BRANCH STORE Steveston, B. C. 346-tf.

READ THIS

FOR SALE

On Very Reasonable