IZER"

Stove

ninety per cent in fuel, to odors and the steam im-

el that will be so much in the cooking of anything Take for instance any- hours, the housewife has and put the fire out if it to cause it to burn izer" all that is necessary lated by our card of in- utes at the most, then put for the rest of the day. more nutritious, and more

the Cooker after being fifteen hours. Meals de- efore not the source of

there is illness in the not kept up. esserts, chilling gelatines, es, puddings, etc., which of over 50 per cent of xistence. Once frozen or dditional ice or it can be icing of milk, tea, coffee, cracked ice and cool

or Fishing Outfit

50

e, Limited

Spencer's.

ALADS

es of Salad Dressings,

.....40c
.....75c
.....40c
.....75c
.....25c
er bottle 25c, 40c, 65c, 75c
.....25c and 50c

ade, Per Jar 20c

Family Cash Grocery

es and Douglas Sts. Phone 312

Foodstuffs.

r 100 lbs.	$1.60
per 100 lbs.	$1.70
s, per 100 lbs.	$1.75
eat, per 100 lbs.	$2.00
r 100 lbs.	$1.85
er 100 lbs.	$1.70
rmeal, per 100 lbs.	$2.00
ed, best, per 100 lbs.	$1.50
orn, per 100 lbs.	$1.90
Corn, per 100 lbs.	$2.00
per River, per ton	$20.00
airie, per ton	$15.00
alfa Clover, per ton	$20.00

Vegetables.

wo heads	.25
two heads	.05
er lb.	.20
Australian, per lb.	.08
local, per sack	$1.50
atoes, four pounds	.25
er, each	15 to .35
local, per lb.	.05
bage, per lb.	.05
four pounds	.25
s, per lb.	.20
eas, 2 lbs.	.25
per lb.	.15
nt, per lb.	.25
rs, each	.15
s, per lb.	.20

Dairy Produce.

land, per dozen	.30
, per lb.	.25
el, each	.05
ocal, each	.10
, per lb.	.35
ry, per lb.	.35
Creamery, per lb.	.40
Creamery, per lb.	.35
Creamery, per lb.	.35
k Creamery, per lb.	.35
Creamery, per lb.	.35

Fruit.

ries, per box	.30
ruit, per dozen	.75
per dozen	.35 to .50
per dozen	.25
king, per lb.	.08 to .10
per box	2.00 to 2.25
per doz.	.35
ple, per lb.	.25
Valencia, per lb.	.25
table, per lb.	.25 to .50
es, each	.40
California, per lb.	.25

Nuts.

per lb.	.30
per lb.	.20
Jordon, per lb.	.15
California, per lb.	.30
s, each	.15
per lb.	.25
s, per lb.	.30

Fish.

ed, per lb.	.10 to .13
fresh, per lb.	.08 to .10
smoked, per lb.	.12
h, per lb.	.06 to .08
s, fresh, per lb.	.06 to .08
fresh, white, per lb.	.12½
fresh red, per lb.	.15 to .20
smoked, per lb.	.20
Toke Point, per dozen	.40 to .50
per lb.	.25 to .30
per lb.	.05 to .10
kippered, per lb.	.12½
Haddie, per lb.	.12½
Herring	.12½
for	.25
ass, per lb.	.06 to .08
s, salt, per lb.	.12½
od, salt, per lb.	.12½

Meat and Poultry.

r lb.	.03 to .18
er lb.	.15 to .25
per lb.	.12½ to .20
er quarter, fore	1.50 to 1.75
er quarter, hind	2.00 to 2.25
essed, per lb.	.15 to .18
ressed, per lb.	.18 to .20
ressed, per lb.	.20 to .25
, per lb.	.25 to .30
, per lb. live weight	12½ to .15
Fowls, each	1.00
dressed, per pair	.50
dressed, each	.50 to .65
ressed, each	.75
er lb.	.18 to .20
per lb.	.25 to .30
essed, per lb.	12½ to .15

Seeds.

No. 1, per lb.	.08
Red, per lb.	.25
Mammoth, Red, per lb.	.35
White, per lb.	.23
Alsyke, per lb.	.21
Alfalfa, per lb.	.22
ass, Perennial, per lb.	.09
ass, Italian, per lb.	.09
, per lb.	.15
Grass, per lb.	.30
y Blue Grass, per lb.	.22

MANUKA ARRIVES FROM AUSTRALIA

Notable Passengers on the Canadian-Australian Liner -A Small Cargo

NEWS FROM SOUTH SEAS

Passenger From Honolulu Died on Board—Wreck at Surprise Island

(From Thursday's Daily)

The steamer Manuka of the Canadian-Australian line, Capt. Edwin Phillips, reached port yesterday with a full complement of passengers and 260 tons of general freight, but 80 packages being landed here. The saloon passengers included Viscountess Trafalgar, widow of Viscount Herbert Horatio Trafalgar, son of the third Earl Nelson, and her brother, Lieut. Dalgetty, R. N. retired; Capt. Joseph R. Bridson, of H. M. S. Challenger, one of the drill ships of the Australian station, and wife; Dr. Lando, U. S. N. and H. B. Boss, as astronomer from Samoa who boarded the steamer at Suva. When the steamer was on her way in on Tuesday, M. C. Kellican, a second class passenger from Honolulu, died and the body was brought to port and taken to Vancouver for interment.

News was brought by officers of the Manuka that the new steamer Makura, a 8,000 ton freight and passenger liner being built for this route, is expected to be ready in October to take her place in this service, replacing either the Aorangi or the Manuka. The Makura will be the finest steamer in the service of the Union Steamship company.

Two sailing vessels were sighted on Sunday last, both in ballast on their way north, the British ship Grenada, 33 days from Santa Rosalia for Puget Sound and a four masted British bark also in ballast, which did not fly her name signals, but asked for the longitude for the purpose of correcting chronometers.

Weather Encountered

The Manuka left Sydney on May 11 and Brisbane two days later. Suva was reached May 19 and the Fijian port was left next day. Honolulu was reached May 27 and the steamer proceeded the same evening. Unpleasant cross seas and heavy rain squalls prevailed in the first part of the voyage and from Honolulu fine weather was met but very cold atmosphere until June 2, when the steamer ran into a strong northerly wind and very disagreeable sea which was carried to the entrance to the straits.

Sports and deck games were indulged in and heartily enjoyed by the large number of people on board, and on the evening of Monday, the 25th, a highly successful fancy dress ball was held on the boop deck, being largely attended, the fancy dresses being numerous and of an exceptionally good assortment. Miss D. Jones, of Melbourne carried off the first prize as a brown paper parcel, Miss Clarke being voted as runner-up. Mr. Babul carried off the prize for the gentleman, D. Wilson-Smith coming a close second.

Among those on board was a stowaway from Brisbane, named Markootch, who claimed to be a resident of Honolulu and wanted to land there, but permission was refused.

From Noumea, New Caledonia, news was brought that the Norwegian bark Bjarne was totally wrecked at Surprise Island on May 8. She struck the southern end of the reef. The Bjarne was to have loaded a cargo of guano. The crew was saved.

The Bjarne took her departure from Melbourne on March 19 for Surprise Island to load guano so that she was scarcely three weeks out when disaster overtook her, just as she was approaching her destination. The Bjarne which was formerly known as The Frederick, was an iron barque of 838 tons gross and of 769 tons net. She was built at Sunderland in 1875, and was owned in Langesund, Norway.

News was brought by the Manuka of a serious adventure which befel the big Tyser liner Mimiro on her way from New York to Melbourne.

It was intended that the vessel should accomplish the whole trip 12,500 miles, without stopping at any intermediate port, and the quantity of coal which it was estimated would suffice for the long voyage was stowed in the bunkers before she left the American port, 56 days before. When she was approaching the Australian coast, however, her supplies of fuel had run so low that Captain Kemp decided to put into Albany to replenish bunkers rather than run any risk of being stuck up for want of fuel in mid ocean. The supply gave out after leaving Albany and the only expedient was that remained to meet the difficulty was to whatever wooden or other suitable fittings were available for fuel, and this was promptly adopted. A heavy boom, as large as an ordinary tree was cut up and cast into the hungry furnaces, together with other materials, but as the fires greedily consumed these almost as soon as they were thrown in it was evident that some other means would have to be used to keep up the supply of steam. After consultation with the engineers, Capt. Kemp determined to use kerosene, of which the vessel carried a large consignment as cargo as an auxiliary fuel to fittings.

This idea was acted upon, 700 cases, or double that number of tins of liquid fuel being consumed. The oil was sprayed over the furnaces by means of a contrivance constructed by the engineering staff. When the oil and fittings were being burnt in the furnace, flames roared up the funnel, making it red hot, and causing some of the cabins in that part of the ship to become uncomfortably if not intolerably warm. All the cases from which the kerosene was taken served to materially augment the fuel supply, and although the vessel made slow progress she ultimately reached Portland after a trip of seven days from Albany, and coal was secured which enabled her to reach her destination.

Good Demands for Permits.

Permits for building to aggregate $12,900 in value were issued yesterday by the building inspector. The permits were issued to Messrs. Dunsford and Matthews, dwelling on Vining street, to cost $2,400; Mrs. Catherine A. Wylde dwelling at the corner of Yates and Fort street, $3,500; W. Y. McCarter, dwelling, Richardson street, $2,850; Mrs. E. G. Kermode, dwelling, Hillside avenue, $2,200; Joseph E. Burbridge, dwelling, Grant street, $1,950.

MAKES NEW MOVE IN THE RATE WAR

C.P.R. Places Steamer Princess Royal in Vancouver-Seattle Service

The rate war has not been settled. On the contrary the C.P.R. has decided to go into the fight with renewed vigor, and about ten days hence will start an increased service, the steamer Princess Royal being operated between Vancouver and Seattle by way of Victoria on her inward trip in opposition to the company's steamer Iroquois. Although not as fast as the Princess Victoria the Princess Royal is a match in speed for the Iroquois. The Princess Royal will start service on June 14 when the steamer Princess Victoria will start the triangular service, and there will then be three C.P.R. steamers daily between Victoria and Vancouver and two daily to Seattle. The Princess Royal will sail from Vancouver at 9 a.m. and from Victoria for Seattle at 4 p.m. The Princess Royal will thus be on the same schedule at the Chippewa, leaving here for Seattle. The Princess Victoria, Princess Royal and Charmer will run from Vancouver to this port daily. The Princess Royal will leave at 9 a.m., arriving about 3 p.m.; the Charmer will leave at 1 p.m., arriving at 6:30 p.m.; and the Princess Victoria will leave at 6:45 p.m., arriving here at 10:30 p.m. The three-funneled steamer will leave again at 2 a.m. for Seattle, arriving at 6 a.m., and returning will leave at 8:30 a.m. when the opposition steamer Rosalie leaves Seattle. The Princess Victoria will beat the Rosalie by some hours, arriving at 12:30 p.m., leaving again at 1:30 p.m. for Vancouver, arriving at 5:30 p.m. and leaving again for Victoria at 6:45 p.m., arriving as stated, at 10:30 p.m. There will be two steamers daily from Victoria for Vancouver, the Princess Victoria at 1:30 p.m. and the Charmer at 1 a. m.

IMPRESSIONS OF THE GREAT COPPER BELT

Conditions in North Outlined by Mining Man—Railway Extension

(From Thursday's Daily)

After an extensive trip through the north, Trewartha James, general manager of the Tyee Copper Co., Ltd., has returned. He expresses himself as pleased with the impression he received of the prospects of the district through which runs what is termed "the great copper belt." Though business was quiet at present it was expected that there would be a material change for the better with the opening of the Yukon river, there being many who were looking forward to the opening of communication by water with Dawson. Despite the common depression there was "a sound undercurrent of prosperity and steady business development all along the coast."

In the course of an interview yesterday afternoon, Mr. James said: "I was exceedingly pleased with the progress being made in the development of the great copper belt which extends from the Valerie and Copper Cliff groups to the Anaconda at the extreme north end. Along the whole belt, stretching in a slightly circular direction, there are exposures of copper ore generally in contacts between limestone and garnetite or between limestone and altered rocks of kindred nature. The exposures vary greatly in character on different claims. Generally speaking they consist of green and blue carbonates, sometimes in massive and heavy form, often accompanied by red and black oxides of copper, yellow copper ore, bornite and often considerable magnetite.

"The mines, which are in the most forward state of development are the Valerie, the Arctic Chief, the Grafter, the Empress of India, Spring Creek, Copper King, Carlisle, Tamarac, Pueblo, the Anaconda, Babbit's Foot, War Eagle, etc. There are a number of claims on which the outcrops have been stripped and shallow pits sunk with the result that good showings have been disclosed.

To Employ Many Miners

"There will be large numbers of miners at work in the fall of this year when the White Pass and Yukon railway company have completed the undertaking now in progress with a view of giving these mines necessary transportation facilities. Everyone hopes that the company will be richly rewarded for their foresight and enterprise in this respect. The branch line under construction already passes the famous Valerie claim which it is intended to reach by means of a short siding to the south. In a few weeks the road should have reached the enormous outcrop on Best Chance claim, which is thought well of in the district. The right-of-way is within fifty feet of that property's shaft. From this point a short branch will be run to the Grafter and Arctic Chief, both of which already have produced considerable quantities of payable ore. A few miles beyond, the road reaches the Pueblo mine. This is a huge body of specular iron, carrying good values in copper and makes an imposing showing. From this place it passes on towards the War Eagle with a connection with the famous Copper King which is equipped with a deep tunnel, modern air compressor and rock drill plant. In order to give every facility for the handling of the ore at the terminus the railway company is constructing bunkers to which coasting vessels can tie up and load expeditiously.

"Speaking generally business is quiet and the people are waiting the opening of the Yukon when it will be possible to reach Dawson and other points by water. However, there is a sound undercurrent of prosperity and a steady business development along the Pacific coast. The low price of copper, undoubtedly, has hit producers severely and has caused producers and owners to defer operations for more favorable opportunity."

"Bushranger," once a respectable term, has now sunk to the lower depths. In the early Australian newspapers such advertisements as "Wanted, a good bushranger," were quite common. The word then as synonymous with "bushman," one skilled in knowledge and experience of bush life. But now a "good bushranger" would be as ridiculous as an honest burglar, for a bushranger is the superlatively bad man of the antipodes—a bank robber, a despoiler of gold escorts and mail coaches and the terror of the countryside until he is captured or shot.

TRADES AND LABOR COUNCIL IN SESSION

Budget of Business Transacted at Meeting Last Evening

(From Thursday's Daily)

The Victoria Trades and Labor council held a largely attended meeting last evening. President Wm. McKay occupied the chair.

Credentials were presented by R. White and O. L. Hitchcock as delegates of the Typographical union, No. 201, vice E. C. Dack and W. L. Cullin, resigned.

A report from the executive regarding the price of commodities on the coast, as compared to the prices prevailing in the East, caused a lengthy discussion, and the secretary was instructed to write to all organized labor bodies in Eastern Canada for positive information regarding prices, so that the council could form an opinion as to whether the high prices of the necessaries of life on the coast was really due to extra cost of production, as compared to the East, or whether the cause is combination on the part of merchants and manufacturers.

Thomas Sorby, secretary of the Harbor Improvement association, wrote, thanking the council for its endorsation.

Delegate A. Argyle, whom the council, at its last meeting, recommended to the provincial government for appointment to the board of hospital directors, regretted his inability to attend to the duties, and asked permission to withdraw his name, which was granted, and the council unanimously decided to nominate Henry Rivers of the Painters and Decorators' union, Mr. Rivers having served a year on the board and given entire satisfaction to all with whom he was associated. The secretary was accordingly instructed to send his name to the Hon. H. E. Young, provincial secretary, with the strong recommendation of the council.

The secretary of the Moral and Social Reform League of Canada wrote asking the council to assist in having a branch organized in Victoria. The matter was referred to the executive for report.

The International Hatmakers union wrote urging the members of all labor unions to see that their new hats bore the union label. It was decided to notify all members accordingly.

Hon. William Templeman wrote in reply to a recommendation of the council that every consideration would be given by the government in having every part of the new fishery cruisers built in Canada.

The delegates of the Typographical union presented a resolution passed by their union commending the action of the Victoria Lacrosse association for having decided to employ none but union musicians to furnish music for the new lacrosse grounds.

The council passed a resolution of a similar nature. The council also instructed the secretary to ask the park commissioners to give favorable consideration to the city band when engaging music for the public parks. The executive were instructed to renew the bonds of the secretary and treasurer. A discussion took place regarding the manner of celebrating the coming Labor day. Many suggestions were made and the executive were to take the matter into consideration and report next meeting, after which the meeting adjourned.

KITIMAAT RESERVE IS BEING LOOKED INTO

Mr. Lowry, C.E., Sent up by Government to Report on the Land

The government is contemplating lifting the reserve of ten miles square which at present exists at the head of Kitimaat Arm. The reserve was put on in December, 1899, when a charter was granted for a railroad to run up the Kitimaat river, and originally extended as far on as Kitsilas canyon. It was thought when the charter was granted that the road would be constructed immediately and the reserve was put on in order to protect the interests of the province. The railroad did not eventuate, however, and the reserve was partially lifted till all that remains is a tract extending ten miles on either side of Kitimaat Arm and ten miles up the Kitimaat river. Some of the land fronting on the water at the mouth of the river had been alienated before the reserve was put on and still remains in private hands, but the remainder of the land still vests in the province.

Recent events have, however, brought this section into prominence again. The promoters of the original road have sold their charter to the Grand Trunk Pacific, which is understood to have commenced the work of construction already. In fact, there are many well informed persons who predict that the trains will be running to the mouth of the Kitimaat before they are running into Prince Rupert, as the distance to Hazelton will be shorter, and the cost of construction said to be materially less, than from the latter place.

The result of these considerations has been that the government not long ago sent Mr. Lowry, C.E., to the spot to look over and report on the land in the reserve. He will report on the townsite probabilities of the government land, and if what appears to be the most eligible site for the town which is sure to spring up at the mouth of the river, is found to exist on the land now covered by the reserve, the government will likely lay off a town site.

It is also stated that there is some valuable timber on this land, and authoritative confirmation or contradiction of this report is wanted. If there is land suitable for settlement it may be thrown open on the receipt of Mr. Lowry's report.

Mackenzie King to Speak

Mackenzie King, deputy commissioner of labor, has consented to deliver an address at the Canadian club luncheon on Monday next. While definite arrangements have not been made there is a possibility that Samuel Hill may address the club in the near future on the subject of "Good Roads." Mr. Hill, who is the son-in-law of James J. Hill of the Great Northern, is an unusually good speaker and an authority on good roads. He is president of the Good Roads Association of America. He may be accompanied by S. C. Lancaster, who has been invited to give a lecture on the subject illustrated by lantern slides.

LIFE-BOAT ASSOCIATION IN ANNUAL SESSION

Coming Year Promises an Increased Interest in Association's Work

(From Thursday's Daily)

That the coming year will see a decided increase in the membership of the Lifeboat and Life-saving association of British Columbia and that the public throughout the province will take a keener interest in the welfare of the seafaring men on this coast and in the efforts of the association in that direction, was the hope expressed at the second annual meeting of the association held last evening in the city hall.

It was pointed out that during the past year that keen interest in a matter deserving of the greatest assistance was not shown by the citizens of this city and province, but much has been done during the past year in the direction of looking towards the preservation of life from shipwreck or other casualty at sea. Mayor Hall presided and those present were H. Dallas Helmcken, K.C.; Capt. McIntosh, Mr. and Mrs. Ian St. Clair, J. S. Bailey, J. G. Warner, H. C. Marsh, A. S. Margison, E. T. Lawrie, W. H. Spurrier and Joseph Peirson.

Report of Year's Work.

The reading of the annual report and the election of officers formed the chief business of the evening. The report, read by the treasurer, Mr. Peirson, was as follows:

Lifeboat and Life-saving association of British Columbia, incorporated by Act of B. C. Legislature, 1906.

In presenting the second annual report, being a resume of proceedings for the year ending 31st March, 1908, the committee of management regret to have to record a continued and deplorable indifference on the part of the general public, the almost universal expression being, that the work of, or aids to the preservation of life from shipwreck or other casualty at sea should rest with the government. If it be true that governments are what the people make them, it is surely the duty of the public to urge and influence government to action, and how can sentiments and influences be given power to move the state better than by an organized force, as is acquired by this association? The eminently humane and beneficent work of life saving should both demand and command the aid and assistance of every high-minded and good-hearted citizen.

Adverting to the matter of recognizing and encouraging heroic acts of life saving, although the course has not yet been competed, to acquire medals, vellums, etc., yet it is with immense satisfaction and pleasure that the announcement can be made that his Majesty the King has been pleased to grant permission for his effigy to be struck on one side of the medals, which the association proposes to award in recognition of conspicuous and heroic conduct in life saving, and your committee would here record its special thanks to his excellency the Governor-General of Canada (Earl Grey) for his generous assistance in bringing this about.

Take Over Lifeboat.

On the 28th October last the Dominion government, through its agent Capt. J. Gaudin, offered to this association the acceptance of the government lifeboat and its equipment, on condition that it will maintain and operate it in an efficient condition for local life saving purposes, independently of the Dominion government. This your committee accepted when the president and secretary waited upon the Hon. W. Templeman, M.P., and discussing details, it was at once arranged that this association take over the boat with its equipment together with the boat house anchored in the harbor. And whilst thanking the Dominion government for this expression of its munificence for the protection, more particularly, of Victoria and adjacent waters, would express the greatest possible satisfaction in witnessing the noble work done, and being done, by the Dominion government on the west coast, long known as "the graveyard of ships." A motor lifeboat, with full crew, has been stationed at Bamfield, and three other lifeboats are stationed, respectively, at Clayoquot, Ucluelet and Clo-oose, the two first being supplied with full crews from December 1 to March 31, but in respect to the latter, there has so far been some difficulty in arranging for a regular crew, the district being sparsely populated except by Indians, whom it is difficult to bring to a full understanding of the work. Wireless telegraph stations have been erected at Seven Point and Pachina Point, 24 miles of trail along the coast has been made, and in further prosecution of the work, between Bamfield and Carmanah, 75 men are now at work. The lighthouses have been well equipped, and, independent of them, lookout stations and patrols have been arranged during the four most dangerous months of the year, whilst telephonic and wireless and other telegraphic communication are in operation.

Grant of Station Sites.

As regards the provincial government, although an appeal for financial help has not yet been productive of desired results, yet it is hoped that ere long its promise of favorable consideration of grants of crown land, suitable for life saving stations, may soon be put into effect, possibly in the neighborhood of the Queen Charlottes, as with the development of the north, and consequent increase in shipping, such will be required. And, whilst again noting appreciation of the excellent work of the Dominion government, in the way of preventing seafaring casualties, your committee would also thank the Hon. Wm. Templeman, M. P., for his great interest, and Capt. J. Gaudin and his staff for indefatigable and painstaking service in the same direction.

Touching the matter of operating the association's own boat, in December last advertisements were inserted in the papers for a volunteer crew, which met with a response from Mr. Brace of the Y. M. C. A., offering the services of some of his most stalwart athletes. It was resolved that these young men should make a trial. E. T. Lawrie, an experienced seaman, and a member of the committee, kindly took charge as coxswain, and has since been duly appointed for that post. Edward Williams, one of the crew, having shown marks of seamanship, and being somewhat experienced in lifeboat work in the Old Country, has been appointed deputy coxswain. About eighteen other members of the Y. M. C. A., with Mr. Brace at their head, have displayed great diligence, taking part in regular drills, putting up masts, setting sails, developing grand oarsmanship, thus showing an eagerness and willingness to become proficient in their work. Responding to a call from the Oak Bay Boating club to attend their regatta, your boat and crew, in charge of H. C. Marsh, appeared on the scene, ready for emergency, and at the recent aquatic display at the Gorge, the lifeboat and crew were present and threw out their life buoy to assist a canoe in trouble, and part of the crew also made a good showing in the boat races.

The committee desires to thank not only those whose names are mentioned, but especially the brave young fellows who have so cheerfully volunteered and given their services. To the press of the city thanks are also accorded for the very helpful notices from time to time. The committee also feels indebted to Ian St. Clair in moving the city council to action on the Gorge waters.

Thanks are also due to the ladies of St. Agnes' guild, Victoria, for their kindness in making a silk pennant for the very helpful notices from time to time. The committee also feels indebted to Ian St. Clair in moving the city council to action on the Gorge waters.

Thanks are also due to the ladies of St. Agnes' guild, Victoria, for their kindness in making a silk pennant for the boat to fly at the masthead.

The committee, recognizing the importance of adding power to the association's lifeboat, which would in all probability require about $1,500, would make a special appeal to the public to raise a fund for that purpose. All of which is respectfully submitted.

H. DALLAS HELMCKEN,
President.
JOS. PEIRSON, Secretary.
June 3, 1908.

Thanks for Mayor.

In moving the adoption of the report Mr. Helmcken expressed the pleasure of the members at the presence of Mayor Hall in whom, he was sure, the association had a firm friend, and through whom the people of Victoria would be brought to a realization of the great work being done by the association, which despite the indifference of the public, is doing much towards the object for which it was formed. Several years ago the cry was "Man the life-boat" but the association was the only body to take an interest in the matter. It has succeeded in having a life-boat installed on this coast and while it had not received much encouragement it was still continuing the good work. They had now attracted the mayor into the fold and he hoped to see other prominent citizens of the city take a greater interest.

The election of officers resulted as follows

President: H. Dallas Helmcken, K. C. (re-elected).

Vice-president: Mayor Hall; A. J. C. Galletly; A. E. McPhillipps, K. C., M. P. P.; Rev. E. G. Miller; Paul Beygrau.

Treasurer: Joseph Peirson.

Committee: J. S. Bailey, W. H. Spurrier, A. S. Margison, H. Harris, E. T. Lawrie, Capt. J. T. Walbran, A. W. Bridgman, H C. Marsh, James Maynard, George Neill, J. G. Warner, A. J. Brace.

The election of a secretary and auditor will be made by the committee.

Lack of Interest.

In acknowledging his election as vice-president, Mayor Hall stated that perhaps he had not taken as keen an interest in the work of the association as he might have. He was sorry to see that the citizens of Victoria as a whole were neglectful of the good work being done.

Mr. Peirson declared that it was a positive disgrace that of the fourteen committee meetings held last year eight had to be postponed owing to a lack of a quorum but he felt that the interest is now growing and that the coming year will see a decided awakening in the public interest. He had often been discouraged but the great necessity of the work being done by the association had outweighed all other considerations.

The treasurer's report showed a balance for the year ended March 31 of $431.97. The balance carried over from the previous year had been $448.57. Receipts for the year were 29.10 and expenditures $45.70.

Before the meeting closed Mr. Helmcken eulogized the work of Ian St. Clair who, he declared, had done a vast amount of good in bringing the young men fo take an interest in the work.

Mr. Peirson stated that there was every possibility that the Prince of Wales would graciously be pleased to become patron of the association in which he has expressed his interest.

Mr. St. Clair was certain the work of the association could be made attractive and that when it came to getting men to pull an oar the association would find all it needed in Victoria.

Votes of thanks were tendered to the Ladies of St. Agnes Guild, James Bay, for the handsome flag presented to the association; to the members of the Y. M. C. A., who formed the volunteer crew for the life-boat and to the officers of the past year.

Mr. Peirson stated that it was proposed to recognize the services of the volunteer crew by some kind of a reception or entertainment at which all members of the committee and their friends will be invited. The date of this meeting will be announced later.

Everything Ready-to-Wear for Ladies and Children

Campbell's

The Home of the Dress Beautiful and Exclusive

Astonishing Values in High-Priced Model Blouses

Many at Half Price

For Friday

The Blouses we are offering on Friday at special prices are Campbell's Beautiful Blouses. Model Waists, this season's latest creations, built out of the very finest materials, magnificently trimmed, but they have arrived late for this season's high priced trade, so we have cut the prices almost in two. Values range up to $7.50.

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ARGUMENTS BASED ON MUNICIPAL LAW

Counsel Debate Vancouver's Position in Regard to Bridge Building

Vancouver, June 3.—Jos. Martin, K. C., began his closing argument on the bridge injunction before Mr. Justice Martin yesterday afternoon by a side reference to the great need of immediately erecting a new bridge at the point. "Why," he said, "several times recently my own horse has hesitated about crossing the structure. Even a poor dumb brute understands the need of the work being done which my opponent is now trying so strenuously to block."

"We don't object to the bridge being built, we object to the manner in which the project is being carried out," replied Mr. Cassidy.

"That's a question of policy with the council," returned Mr. Martin. "If the ratepayers dont like the manner the aldermen are doing their work they can turn them down at the next election."

This cross-fire came a few moments after His Lordship had from the bench asked Mr. Cassidy as to whether he really questioned the need of provision for new bridges being made at once, to which query even the attorney for the applicant could not reply in the negative.

Mr. Martin said it was quite improper for Mr. Cassidy to come into court and say that he represented the ratepayers when in reality he represented only a section of that body. What the ratepayers thought of the matter was shown last January when, by a vote of 1,400 against 300, they had approved the bylaw at the polls. If the same question was submitted again it would doubtless carry by a still larger majority, only a few men who were personally interested in the matter through their personal interests venturing to oppose the measure.

Mr. Cassidy began his arguments of the afternoon by objecting to the grouping of the various bridges and projects in one bylaw. He claimed that this method was an indirect way of bribing the electors and rounding them up along a certain line by offering them things they wanted along with other things in which they were not so much interested.

Mr. Justice Martin intimated that Mr. Cassidy was getting the meaning of "heads" and "subjects" mixed up. A bylaw might be put to a vote covering the purchase of several parks in the one measure or for providing several septic tanks. There was a natural reasoning behind the grouping of several heads, each covering the same point though affecting different localities. In Victoria only recently a section of the city which was already sewered had stood solidly against the voting of money for the sewerage of another district presenting a situation which might be classed as unfair.

But Mr. Cassidy failed to see the point of His Lordship and pressed the argument that under the Municipal Clauses act the matters covered in the bridge by law could not be grouped together.

The promulgation of the bylaw through the Municipal act procedure of registration in the County court office was insisted upon, Mr. Cassidy claiming that the method followed by the city was not promulgation at all. The demand that an extraordinary bylaw be petitioned for by a certain proportion of the ratepayers was also strongly pressed, and provided in the general act.

In reply to these arguments Mr. Martin made the sweeping point that the city of Vancouver was not governed by the Municipal Clauses act save in matters which were not touched in its own charter. In other words, if the power to build a bridge was not provided in its special act of incorporation it could derive that power from the general act. But when it came to the raising of money for this work it must follow its own method of procedure. This was clearly outlined in its charter and the city solicitor in preparing the bylaw for the purpose could not take a single step contrary to the decrees therein set forth.

The terms whereby the Municipal Clauses act applied to the city of Vancouver expressly stated that the general act should not be applied when they amended or affected the special act. And in relation to this bylaw, there were wide divergencies. The manner in which the bylaw was introduced, the compilation of the voters list, the promulgation of the bylaw were all different. In such a case the civic authorities could only be guided by the special act and that was just what they did in this case.

Mr. Martin said that the result of the granting of the requested application would be far reaching. It would overturn the broad policy of the council, which had sought to plan for the great future of Vancouver by the construction of permanent additions to its highways over the waterways about the city. The success of the application would involve the city in all kinds of suits for damages from contractors. The aldermen would probably be held responsible, and the bank would stand to lose money it had advanced on the debentures; all because the opponents claimed that the city should have followed out the provisions of a general act when it had a special provision of its own governing the points.

Mr. Cassidy briefly replied to Mr. Martin after which His Lordship stated the arguments presented required careful consideration and time would have to be given to the matter. His opinion on the question would be forthcoming some time next week.

CAMOSUN RETURNS FROM THE NORTH

Hunters Return to Victoria With Many Bearskins Taken Near Hartley Bay

(From Thursday's Daily)

The steamer Camosun of the Union Steamship company reached port yesterday from the north with 45 passengers, among them being Messrs. W. Burton, H. Pooley and J. O'Reilly of this city, who have been hunting bear in the vicinity of Hartley Bay in company with Mr. Wrigley of the Union Steamship company. They had very good sport. The hunters went in two parties, Messrs. Wrigley and Burton getting seven bear and a small cub which the former brought south and will present it to the park in Vancouver. Messrs. Pooley and O'Reilly got eight bear. The passenger list of the steamer follows: J. H. Wrigley, Mr. W. Burton, Mr. R. H. Pooley, Mr. J. O'Reilly, Mr. J. Hart, Mr. V. M. Scribner, Mr. T. Collins, Miss Harris, Mr. C. G. Porter, Mr. G. W. Kerr, Mr. W. Ross, Mr. Deschamps, Mr. S. R. Bowden, Mr. N. C. Scow, Mr. J. A. Dewar, Mr. O. J. Hendley, Mr. J. Dunners, Mr. O. S. Ekdahl and Mr E. Burroughs.

The Camosun sailed north again for Prince Rupert and way ports last night.