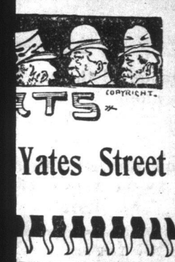

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CO., MONTREAL.
riptive of the calendar.

OTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situated on the south branch of the Telqua River, in Cassiar district: Commencing at a post on the east bank of the Telqua River, about five miles above its junction with the Buckley River, said post being the northeast corner, and identical with the northeast corner of the A. C. Murray prospecting claim, thence 80 chains south, thence 80 chains due east, thence 80 chains due north, thence 80 chains due west, to point of commencement, containing 640 acres, more or less.

Dated this 15th day of October, 1900.

(Signed) R. H. HALL.

Located and posted with notice 16th September, 1900.

OTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situated on the southeast branch of the Telqua River, in Cassiar district: Commencing at a post near the east bank of the Telqua River, about five miles above its junction with the Buckley River, said post being the northeast corner, and identical with the southeast corner of the R. H. Hall coal prospecting claim; thence 80 chains due south 80 chains due north, thence 80 chains due west, to point of commencement, and containing 640 acres, more or less.

Dated this 15th day of October, 1900.

JAMES THOMSON.

Located and posted with notice, 16th September, 1900.

The Burns Memorial

Monument and Fountain Unveiled by the Lieutenant Governor.

Gift to the City Is Formally Accepted by Mayor Hayward.

THOUGHTS AT BURNS' MONUMENT.

Lone pilgrim! Should thy musings lead thee near,
Suspend thy haste, and yield a gen'rous tear
To one—God-like—neglected in his age,
Who trod, like thee, Life's thorny pilgrimage.

Yea, fearlessly, with head erect to heaven,
He bore a heart by mighty sorrows riven;
And deemed of kings, or men who till the sod,
"An honest man's the noblest work of God."

Oh, thou sweet harbinger of Scotia's light,
Why sank thy soul in gloom of joyless night?
Why no soft voice to soothe thy hour of care,
When thy heart-strings were bursting in despair?

Oh man of many sorrows! Why wert thou
Left with scarce friend to wipe thy frenzied brow?
The lovellest star of constellated song
Eclipsed ignobly by a world of wrong?

Thy soul was like a gentle-running brook
That dimpled joyously from nook to nook,
Reflecting heaven's smile upon its face,
Which only clouds and darkness could efface.

But thy brave heart bore patiently thro' all,
And—feeble near the end—was never small.
The tyranny of death alone could quell
Thy nobler nature that had stood so well.

Avaunt, vain words! Burns, thou are never dead;
I see thee still uplift thy stately head,
And spurn the shadows from thy dauntless eyes
To feast on splendors bright of Paradise.

—Frederic Irving Taylor.

Victoria, B. C.

Under smiling skies and in the midst of a goodly gathering of interested spectators, the monument to the memory of Robert Burns—Scotia's bard—was unveiled yesterday afternoon in Beacon Hill park with fitting ceremony. Addresses eulogistic of the peasant poet were delivered by His Honor Lieut.-Governor Joly, His Worship Mayor Hayward, Rev. Dr. Campbell and H. D. Helmcken, Q.C., M.P.P.

The ceremony, which commenced at 2:30 p.m., was in charge of a committee consisting of H. D. Helmcken, Q.C., M.P.P., president of St. Andrew's and Caledonian Society, John Rennie Mackie, R. H. Jameson, W. J. Hanna, Rev. Dr. Campbell, E. C. Smith, John C. Jameson, John Mortimer, John Brown, E. B. McKay and Thomas Russell.

The kilts and pipes were much in evidence and the proceedings were enlivened at intervals by a "skirl o' the pipes." The bronze group—"Burns and Highland Mary"—was unveiled by Sir Henri Joly, to whom was entrusted the following deed, to be handed to the corporation of the city of Victoria:

THIS INDENTURE made the tenth day of November, A. D., 1900, between John Rennie Mackie, engraver; Harry Dallas Helmcken, M.P.P., barrister; the Rev. John Campbell, M.A., Ph.D.; Edwin C. Smith, assistant city treasurer; Thos. Russell, accountant; Eric Barclay Mackay, C.E.; John Brown, postal official; William J. Hanna, undertaker; John Mortimer, sculptor; George L. Milne, M.D.; Robert Hamilton Jameson, merchant, and John Carron Jameson, accountant,

being the committee of Burns' Memorial Fund (hereinafter called the said committee) of the one part, and The Corporation of the City of Victoria, hereinafter called the said Corporation, of the other part;

WHEREAS, by a resolution passed by the subscribers to Burns' Memorial Fund, held on the 9th day of November, 1900, it was resolved that the monument erected to the memory of Robert Burns, "Scotia's Bard," by the said subscribers, at Beacon Hill Park in the City of Victoria, be transferred to the said Corporation in Trust to forever maintain and keep the same as a Monument and Fountain for the benefit of the inhabitants of Victoria, and the above mentioned Committee were thereby authorized to transfer the said Monument and Fountain to the said Corporation subject to the said Trusts.

NOW THIS INDENTURE WITNESSETH that in consideration of the premises the said Committee do hereby give, grant and convey to the said Corporation and their successors All that the said Burns' Memorial Monument and Fountain erected at Beacon Hill Park in the City of Victoria with all appurtenances thereto belonging. To Have and To Hold the same unto the said Corporation and their successors In Trust, to forever maintain, keep and protect the said Monument and Fountain for the use and benefit of the inhabitants of the said City of Victoria and for no other purpose whatsoever.

IN WITNESS WHEREOF we have hereunto set our hands and seals the day and year first above written.

H. DALLAS HELMCKEN,
JOHN RENNIE MACKIE,
ROBT. HAMILTON JAMESON,
W. J. HANNA,
J. CAMPBELL, M.A., Ph.D.
EDWIN C. SMITH,
JOHN C. JAMESON,
JOHN MORTIMER,
JOHN BROWN,
ERIC BARCLAY M'KAY.

Signed, Sealed and Delivered in the presence of

G. SHELDON WILLIAMS,
Journalist.

Sir Henri Joly then delivered a very pleasing address. He said:

This bright sunshiny day is a fitting day to celebrate the memory of him whose life was cheered with so little sunshine; but he found sunshine in his heart to shed on the lives of others.

We can see him, at his plough, turning over the furrows on the cold, ungrateful field, and with a thought of pity for the white daisy he had crushed down, for the little mouse—whose nest he had disturbed.

He had sunshine in his heart for all. He was poor, and always remained poor, but he knew how to cheer up the heart of the poor when, in his "Ode to Honest Poverty," he enobled it by saying:

"The rank is but the guinea's stamp,
The man's the gowd for a' that."

He found in his heart sunshine to brighten the gloom of sin when he said:

"Then gently scan your brother man;
Still gentier sister woman!
Tho' they may gang a kennin' wrang,
To step aside is human."

To Scotchmen, thousands of miles away from home, he brought sunshine, when he sang: "My heart is in the Highlands," and he made their pulse beat faster when he reminded them of the glory of the brave old days with the words of Bruce to his men at Bannockburn.

Above all, he spread the sunshine of his heart on all, men and women, young and old, on all who can feel, in their hearts, the beauty and grandeur of true love, when he sang:

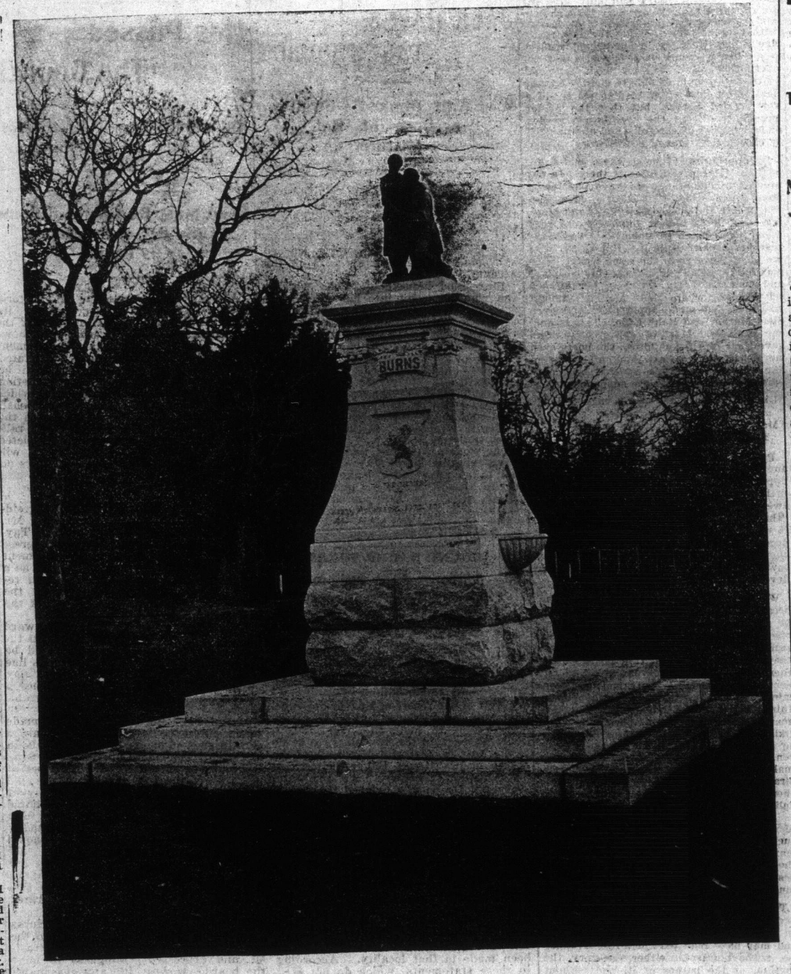
"John Anderson, my Jo, John,
We climb the hill thegither,
And many a canty day, John,
We've had with ane anither;
Now, we maun totter down, John,
But hand in hand we'll go,
And sleep thegither at the foot,
John Anderson, my Jo."

"The world ought to be grateful to Robert Burns, and we must be grateful to those who have erected the first monument in the Dominion to perpetuate his memory."

Loud applause greeted the conclusion of His Honor's remarks. His Worship Mayor Hayward then acknowledged the gift on behalfof the city. He said that on behalf of the city of Victoria, he accepted with pleasure the charge to carefully guard and maintain this handsome monument in honor of one of our greatest poets, and hoped that it would keep green in our memories recollections of the brilliant genius, wit, humor, pathos and patriotism of Scotia's noblest son.

He then read the conditions of the deed of gift, and said that though one of the first canons of municipal law forbade anticipating the future or placing burdens on those coming after us, he was sure that in all time to come none would be found to repudiate the pledge he now gave, that the civic authorities would always be pleased to preserve this loving tribute of Victorians to Burns' memory. But if, unfortunately, this pledge should be disregarded and, either through neglect or other causes, this testimonial should disappear and not a block or vestige remain, the works and name of Robert Burns, written with his own hand in immortal characters, would still endure and continue to shed a lustre and glory of the Scottish race as long as the world, and literature and love of country held a place in it.

Rev. Dr. Campbell was the next speaker. He said:



BURNS MEMORIAL FOUNTAIN.

The Lowlands of Scotland as a separate nationality came in by two warriors—Sir William Wallace and Robert Bruce—and went out by two bards—Sir Walter Scott and Robert Burns. The first two made the history, and the last two told the story and sung the song. This year is the 141st anniversary of Scotland's national poet. He died at the early age of 37. So short is the space between the cradle of so much obscurity and the grave of so much glory. Little Pitt, Lord Chatham's son, and little Burns entered the world the same year. The one was destined to be a prime minister the greater part of the life, and the other a peasant all his life. The one was on the solitary summit of power, and the other on the lonely eminence of genius.

The name of the one was a terror throughout the world, and the name of the other was little known beyond his native land—Bonnie Scotland. But posterity redressed the balance. Pitt is all but forgotten, while there is no quarter of the world and no year in which the memory of Burns is honored as we honor it to-day in the unveiling of this grand monument and giving it as a trust in perpetuity to the corporation of the beautiful city of Victoria.

As a poet Burns is the greatest to rise from the bosom of the people, and to live and die in an humble condition. His genius will ever be the glorious representative of the genius of his country. A chord vibrated in his bosom in sympathy with every emotion of the human heart—the high and low, the sad and joyful, and the comic and ludicrous. For terrific grandeur nothing in any language surpasses "Tam O'Shanter"; for wedded happy love nothing surpasses "John Anderson, My Jo"; for manly independence nothing surpasses "A Man's a Man For a' That"; for patriotic inspiration nothing can surpass "Scotts Wha Hae Wi' Wallace Bled"; for passion and sorrow, what can equal "Highland Mary"? The last stanza is so touching:

"O pale, pale now those rosy lips
I oft has kissed sae fondly,
And closed for aye those sparkling eyes
That dwelt on me sae kindly!
And mouldering now in silent dust,
The heart that loved me dearly,
But still, within my bosom's core,
Shall live my Highland Mary."

Burns had his faults—for who is perfect? Let us cast the mantle of charity over his shortcomings, and drop the tear of pity on his early grave. He passed away in darkness, but his name shall shine in literature until the Anglo-Saxon race and language shall be no more.

Dr. Campbell was followed by Mr. Helmcken, who said:

May it please Your Honor, Ladies and Gentlemen and Children:—It affords me very great gratification and pride to be allowed to participate in the proceedings on this memorable occasion—first as one of the committee and as president of the St. Andrew's & Caledonian Society—the oldest Scotch society in this city—which together with the Sir William Wallace Society was instrumental in undertaking the work of the erection of this monument. It is my great pleasure to thank His Honor for his graciousness in consenting to honor the event with his presence and unveiling the monument—the happy result of the combined efforts of the Scotchmen of this city. It is not without hope that as His Honor had succeeded in demonstrating how Robert Burns "infused" his sweet pathos in all minds, His Honor by the same token might be induced to spend the rest of his days with us. Now, Mr. Mayor, the Scotchmen have committed a great trust to the keeping of the corporation; and woe betide any member of the corporation who should prove recreant to the trust, and (pointing to the Highlanders in front) when you mention this fact to the council at the next meeting, you will please remind the members of these stalwart defenders who will always be ready to defend in case of need. It is well known that no race shows greater fondness and is more attached to home than the great Scotch people; and while not yielding the palm alone to Robert Burns,—as the speaker had as much reverent respect for Sir Walter Scott—Robert Burns had left his impress upon the Scottish people by his writings, which were valued the world over. He also gloried in the fact that one of the greatest men in the early days of the colony was a Scotchman, and he, too, had left his impress upon this country. (Applause.) This heritage has been handed down to us, and it is, especially to the young, a lesson of great value, and in seeing this monument they would learn to cherish and respect the name and memory of Scotia's greatest bard. We all know with what enthusiasm we read of that part of the History of Scotland covering the lives of Bruce and Sir William Wallace; but I cannot add anything to the touching and sweetly pathetic address of His Honor, nor to the eloquent remarks of Rev. Dr. Campbell, but in conclusion I would remind my hearers that Scotchmen were ever ready to do their duty by their Queen and country; and we all read with pride how in the South African war the Highlanders never flinched when called. The Dominion of Canada had sent her tribute, to which the sons of the glorious province of British Columbia had gladly and cheerfully gone to assist in fighting for the honor of the flag. Some of ours had returned; others were sleeping quietly in South Africa, absent from home and friends, but leaving behind, by their heroic conduct and behavior, a memorial of love and reverence for our beloved Queen. Just as the Scotchmen have succeeded in rearing this monument to the memory of the immortal Burns, so I would appeal to my hearers that when the time comes—and I hope that it will not be far distant—that they will not be behind hand in contributing towards the erection of a monument commemorative of the gallant conduct of our boys who had laid down their lives for their Queen and country. (Loud applause.)

The venerable bard of St. Andrew's Society—Mr. James Deans—then recited the following original poem, commemorative of the occasion:

"Upon Metacin's heights so rare
I love to linger still,
Viewing the scenes around so fair,
By mountain, straits and hill.

The broom grows yellow to thy braes,
The broom so dear to me,
Which bloomed so fair on Summer days
On Scotia's dewy lea.

Green be thy woods and fair thy flowers,
And sweet thy woodland song,
While gally through the sultry hours,
May youth and beauty throng.

To drink thy fountain's streams which cheer,
While Summer's suns are strong,
And may the crowns still linger near
While Autumn's days are long.

All ye who rest on this green sward,
And all who here sojourn,
Drink to his memory, Scotia's bard,
To Scotland's ain dear Burns

This fount, you see, merits just reward,
A country's tribute, to its rustic bard;
Long may it stand, this hillside to adorn
And quench the thirst of children yet unborn."

Letters of regret at inability to attend were received from Col. Prior, M.P., and Thomas Earle, M.P., who were at the official count of the election returns, as follows:

Victoria, Nov. 9, 1900.

R. H. Jameson, Esq., Hon. Sec'y, Burns' Memorial Committee, City:

Dear Sir:—Your kind invitation to attend the unveiling of the Burns' Memorial to-morrow is duly received. I shall be most happy to attend if I am in town, but I am expecting a wire summoning me to Vancouver to-night.

It is a splendid action of the Scotchmen of this city to erect such a monument to one who not only is held in loving memory by themselves, but whose glorious poetry has stirred the heartstrings of every Anglo-Saxon who has read it. Again thanking you, I am, yours sincerely,

EDWD. GAWLOR PRIOR.

Victoria, Nov. 9, 1900.

R. H. Jameson, Esq., Hon. Sec'y, Burns' Memorial Committee:

Dear Sir:—I am in receipt of your kind invitation to participate in the ceremonial of unveiling the monument erected on Beacon Hill to the memory of Robert Burns, and regret that owing to the official count of ballots taking place at the same hour, I will be unable to attend. It would have afforded me great pleasure to have shared in the enthusiasm which such an event should inspire, not only in the breasts of all Scotchmen, but of all British subjects who admire loyalty to one's own land. Wishing you a pleasant time, Yours truly,

THOMAS EARLE.

In the glass vase in the bronze group the following statement, together with copies of the Colonist and Times, was placed:

"The idea of the erection of a memorial to the memory of Robert Burns, "Scotia's Bard," had been for a long time talked of by Scotchmen resident in Victoria, and finally took form by a resolution of the Sir William Wallace Society in March, 1896, that such a memorial should be erected, and that the St. Andrews & Caledonian Society of the city should be asked to co-operate, which the said society agreed to. The chief of the Sir William Wallace Society at the time being Mr. J. R. Mackie, engraver, and of the St. Andrew's & Caledonian Society, Mr. J. G. Brown, builder and contractor.

"After much communing by a joint committee of the societies, it was finally resolved that the memorial should take the form of a drinking fountain, with a bronze group illustrative of one of the poet's ideals, to be erected in the Beacon Hill park.

"The monument is from the design of Mr. E. B. McKay, civil engineer in the lands and works department of the province; the granite work of the monument has been executed by Mr. John Mortimer, sculptor, of this city, and the bronze group (Burns and Highland Mary) surmounting is from the design of Mr. Hamilton McCarthy, sculptor, a member of the Royal Canadian Academy. The conveyance of the memorial to the city contains a list of the subscribers.

"The present acting members of the committee are as follows:

"From Sir William Wallace Society—Mr. J. R. Mackie, engraver, chairman; Mr. E. B. McKay, civil engineer; Mr. John Brown, post office; Mr. W. J. Hanna, undertaker; Mr. John Mortimer, sculptor; Mr. R. H. Jameson, merchant, Mr. J. C. Jameson, accountant, joint hon. secretaries.

From the St. Andrew's & Caledonian Society—Mr. H. D. Helmcken, M. P. P., barrister; Mr. E. C. Smith, assistant city treasurer; Mr. Thos. Russell, accountant; Mr. G. L. Milne, M.D., hon. treasurer of the fund.

Victoria, B.C., 6th November, 1900.

At the conclusion of the interesting ceremony, Sir Henri Joly and His Worship Mayor Hayward drank from the fountain to the memory of the Immortal Bard, and those who officiated, together with Lady Joly and Mrs. Hayward, were photographed in a group around the monument.

A Highland guard of honor, in costume, then escorted the Lieutenant-Governor and party to their carriages. The guard consisted of Pipe-Major A. Robertson, for 15 years pipe-major of the Dundee Highlanders; John McKay, wearer of medals for service at Alma, Balaklava, Inkerman and Sebastapol, John R. Mackie and R. H. Jameson, the latter wearing the Fenian raid medal of Ridgway.

Loss of City of Monticello

Terrible Loss of Life In Wreck In the Bay of Fundy.

More Than Thirty of the Passengers and Crew Drowned.

Yarmouth, N.S., Nov. 11.—The shore of the coast for ten miles east and west is strewn with the wreckage of the hull and cargo of the steamer City of Monticello, which foundered Saturday morning, and twenty-five bodies of victims of the disaster have been recovered from the sea, which is still raging with terrific fury. The steamer was a side-wheeler, bound from St. John for Yarmouth, and of the thirty-six persons aboard only four were saved.

The four survivors are Capt. Smith, a passenger, Third Officer Fleming, Quartermaster Wilson and Stewardess Smith.

The three men saved agree that the cause of the disaster was, briefly: The steamer was pounded for hours by sea and gale, sprang a leak and filled; became unmanageable, broke apart and foundered.

The sea is not remembered to have been so heavy on this coast for many years.

Among the passengers were: Rupert Olive, or St. John, purser of the Dominion Atlantic steamer James Edward; Mrs. Eldridge, of Yarmouth, and two children; J. C. Fripp, of Woodstock, N. B.; O. W. Coleman, of New Glasgow, N. S., and John Richmond, of Sussex, N. B., the last three being commercial travellers.

The list of dead includes many well known navigators. The officers and men lost on the Monticello were: Capt. T. M. Harding, Yarmouth; H. D. Newell, first officer, of Sable Island; N. Murphy, second officer, Yarmouth, N.S.; B. M. Hilton, purser, Yarmouth, N.S.; Charles Greig, chief engineer, Halifax; Herbert Poole, second engineer; Wynne Binger, oiler, Yarmouth; Robert Doucette, oiler, Yarmouth James Cole, fireman, Lockport, N.S.; Swen Johnson, seaman, Yarmouth; N. C. Hopkins, steward of the steamer, Yarmouth; Beeches Hopkins, waiter, Barrington, N.S.; Levi Neckerson, waiter, Shaung Harbor; Austin Gable, waiter, Sable Island; Walter Cunningham, waiter, Cape Sable; Isaac van Emberg, jr., cook; Ivan Johnson, quartermaster, Yarmouth; Stanley Wriger, deck hand, Yarmouth; Samuel Surett, deck hand, Lockport; James Dunn, deck hand, Yarmouth; John Burke, fireman, St. John; George Morse, fireman, Yarmouth.

A revised list of the officers and crew show they numbered twenty-eight, of whom three were saved.

Many people have assembled at Sackville, near where the first body came ashore, and numerous relatives of members of the crew, who nearly all belonged to points on this coast, have arrived to identify the dead.

The bodies were arranged in a room in the public hall and the coroner, who held an inquest, gave an opinion of accidental drowning. All the bodies are terribly battered.

The first body was found at daylight, when the zinc lifeboat which was supposed by the survivors of the first boat to have been swamped, was discovered on the shore. A few yards distant were the bodies of Mr. Eldridge, a passenger; Second Engineer Poole; Mr. Fripp, a traveller, of St. John, N.B., and the body of a seaman. All four had life belts around them. At short intervals along the beach eleven more bodies were found, making fifteen discovered up to noon to-day. They had all evidently come ashore in lifeboats and were killed on striking the beach, not one escaping.

The remains so far identified, in addition to the four enumerated above, are: Rupert Olive, purser of the steamer Prince Edward; Baggagemaster Wilson; Johnson, deck-hand; Levi Nickerson, deck-hand; an Renenberg, deck-hand; Austin Wickens, deck-hand; James Colt, deck-hand; John E. Whitemore, deck-hand; Stanley Ringer, deck-hand; Winslow Ritger, deck-hand; Harry Copeland, deck-hand; David Benham, deck-hand.

The watches in the pockets of two of the men stopped at 12:45 and 12:25 o'clock respectively.

The body of Capt. Harding, of the Monticello, was found at Picnic Point, encircled with a life-belt and fully dressed. An unknown body, supposed to be that of a traveller for a Western boot and shoe firm, has been found at the same place, with the bodies of Elsie McDonald and Second Officer Murphy, recovered yesterday. Of the members of the crew whose bodies were secured, Copeland and Benham were not known to be on board until their bodies were identified. They were not on the ship's articles, having joined for the trip only. Several bodies are still unidentified. One body was recognized this morning as that of John Richmond, of Essex, N. B., a traveller for a boot and shoe firm. He was not before known to be a passenger. This swells the known death roll to 32. Benham took the place of Whitemore, previously reported lost. Copeland was also a sub, but for whom it was not known.

It is a coincidence that the ship Peter Stewart was wrecked off this coast a few years ago, in the month of July, and a boat-load of men came in where the Monticello's boat was found.

Half of the men were dead before the boat touched the land, and many believe the same is true of those in the Monticello's boat.

The fury of the surf is appalling in this region.

The body of O. N. Coleman, another commercial traveller, who was not previously known to have been on board the Monticello, has been washed ashore and identified. He represented a Hamilton, Ont., jewellery firm, and carried samples worth $80,000. One trunk has been found.

Wreckage of all kinds litters the shore—boxes, barrels, pieces of ship's boats, and parts of the superstructure of the steamer.

James Ball, a merchant of Yarmouth, who was supposed to have been on board, is safe, having missed the steamer in St. John. Rupert Olive was crossing the bay from St. John to Yarmouth to rejoin his own steamer.

Chief Steward Hopkins, of the steamer Yarmouth, perished, having taken his brother's place for one trip.

Swen Johnson was taking Elisha Cooke's place as quartermaster, and Fred. Vanenburg was subbing as cook for his father. The absentees were off to vote at the elections, and to this circumstance they owe their lives.

No trace of more than three women being on board the Monticello could be found. They were given places in the first boat. One of them, Stewardess Kate Smith, is one of the survivors, and she is too ill to make a statement.

The third woman, named Lawrence, was colored. Her body was seen in the breakers this afternon, but could not be reached.

Some difficulty has been encountered in figuring out the total loss of life, as a number of passengers joined the Monticello at St. Johns without first registering at the booking office. They bought their tickets on board.

Capt. Norman Smith, one of the survivors was the first to bring the news of the disaster to Yarmouth, from Pembroke, where he landed. He gave the following statement:

"The steamer Monticello left St. John Friday morning at 11:15. The wind was blowing heavily at the time, but was not so strong as to cause any alarm. The storm became heavier, however, and after the steamer had passed Pollio passage, it was feared she was doomed.

"About 11 o'clock, when four miles off Chegoyn point, it was decided to send the women ashore in the boat, and J. M. Fleming, the third officer; Wilson Cooke, acting quartermaster; Neniah Murphy, second officer, and Capt. Smith volunteered to take them ashore.

"The women numbered three, Elsie McDonald, aged 15, daughter of Alexander McDonald, of Yarmouth; Kate Smith, of Yarmouth, stewardess, and a colored girl, whose name I do not know.

"The women were gotten into the boat with great difficulty, the volunteers following, and getting the boat away. The wind was blowing inshore at the time, and the boat was carried rapidly toward the land.

"When the boat got away they were preparing on board to launch another, but I do not think it got away. I think all the rest were lost. The first boat was rapidly driven ashore near Pembroke, and on nearing the land a gigantic wave struck it and threw it upon the shore, smashing it to atoms. I found myself on the beach, holding to the grass."

The City of Monticello was used in the coastwise service between Halifax, Yarmouth and St. John, and was due here to-morrow morning. She was an iron side-wheeler of about 3,500 tons gross, and was commanded by Capt. Harding, of Yarmouth, where most of her crew belonged. She was formerly called the City of Norfolk, and was built at Wilmington, Del., in 1886. She was valued at $35,000.

The vessel was rebuilt within the last fifteen years, and was not regarded as safe in exceptionally heavy seas.

THE YELLOW PERIL.

Sir Robert Giffen Shows That the White Races Will Overcome It.

From Montreal Gazette.

Sir Robert Giffen, the greatest statistician of a statistical age, recently drew attention to the great hope of civilization against the "Yellow peril" in the fact that the white races are constantly increasing in members, while the black and yellow are practically standing still. The races making the most progress are those roughly included under the term Anglo-Saxon. A century ago the white population of the British empire, and the United States was not more than 20,000,000 now it is at least 120,000,000. No other nation in the world shows the same rate of progress. Germany and Russia have also increased, while France and Austria have by comparison remained stationary, so that there are now only four great world powers—the United States, Great Britain, Russia and Germany, with France a doubtful fifth. Evidently, this change in the balance of power is likely to have serious results, for with the growth of population in the leading powers there has also been a growth of wealth. The United States, which has just reported a population of 76,295,220, has still remarkable natural resources to develop, and is likely to increase in material prosperity as well as numbers. The British empire, with a white population of 55,000,000 has the same opportunities for growth, and for increasing its political influence, for the Anglo-Saxon outstrips his competitors, if not in intelligence, at any rate in administrative and governing ability. The other races brought under his control come along with his own forces in the race for supremacy. India alone of the non-European races of the world, has made any great inroads in population, and the reason is that British administrations have restricted the scourges of war, pestilence and famine, which formerly thinned down the natural increase. All the other black and yellow races have been standing still, while during the century past, the whites have increased from 170,000,000 to 500,000,000. The result is that the forces of civilization have become practically irresistible. Their numbers are for greater than ever before, and their economic force is indefinitely greater. In another century the 500,000,000 whites will have increased to three or four times the number, and the 400,000,000 of China will be faced with an invincible host of civilized men. The "Yellow peril" with which some prophets of evil threaten us will vanish, because the yellow races will be outnumbered, and the advantages of wealth, science and intelligent leadership will also be on the side of the whites.

First Theatrical Manager—I thought you were going to put on "The Winter's Tale," and now you are billing "Midsummer Night's Dream."

Second Manager—Yes: I didn't like the name of the other niece. It sounded too much like a frost.—Philadelphia Record.

A witty and cynical Frenchman advertises as follows in a Parisian paper: "A young man of agreeable presence and desirous of getting married would like to make the acquaintance, of an aged and experienced gentleman who could dissuade him from taking the fatal step."—Ex.

"D've notice onny change since ye was here before, sor? asked the native guide at the lakes of Killarney.

"How do you know I was ever here before?" asked the American tourist.

"Faith, sor, no man ever comes here thot hasn't been here before."—Philadelphia Record.

Streets and The Tramway

Complaints of the Condition in Which Douglas Street Is Left.

Power of the City to Order Repairs Defined by Solicitors.

Some complaint has been made regarding the condition in which Douglas street has been left by the tramway company after the laying of the double tracks. City Engineer Topp, questioned on the subject by a Colonist reporter, said he understood the tramway company had ordered a rock roller from the East and that on its arrival the portions of the street affected, would always be kept in good condition. Mr. Topp further volunteered the information that, as a matter of fact, the city had little jurisdiction over the tramway company in the matter of compelling it to keep its tracks in good condition. This, he said, was easily to be seen from the special report made to the city council in the latter part of August last by the city solicitors. That report is as follows:

Gentlemen:—We have the honor to report that in accordance with the request made to us, we have considered the rights which the corporation to compel the street railway company to keep their lines in thorough repair and we have considered the acts and by-laws bearing upon the subject.

Considering the effect of section 27 of by-law (168) 45, and the inference to be drawn from the remaining sections, it is our opinion that the company must not only keep their lines of rails in thorough repair, but must keep such portions of the streets as are interfered with by their lines in repair; also that the lines are at all times efficient, and that the rails are flush with the street so as to offer as little obstruction as possible.

As an illustration, we consider that should the rails sink below the surface of the road, the company must raise their rails, and vice versa, if the roadway sinks or hollows in consequence of the traffic pressing in the ground adjacent to the sleeper or understructure of the rail, the company must fill up the cavities.

With regard to bridges, we are of opinion (but with some little doubt) on the construction of the by-law and section 33 thereof, that the company have to maintain the flooring of the portion of any bridge crossed occupied by their rails in good repair and condition, and if any want of repair in other portions of the bridge should exist which can be directly traced to the operations of the street railway service, the company can be called upon to amend the same, or should the council decide to re-floor the bridge, the company must bear their proportion. We came to this conclusion because the whole spirit of the by-law which embodies the agreement with the company is, that the bed of the tram lines, whether in the roadway or crossing a bridge, which is in fact the "roadway" shall be always repaired and maintained and kept by the company in efficient condition.

Some care should be exercised in the formality of calling upon the company to repair, and we suggest that when it is deemed a proper and convenient time so to do, the engineer should be asked to furnish a general report upon the wants of repair existing over the whole of the company's system, and that we should then be asked to advise as to the form in which the request to repair is made to them.

It will be seen from the foregoing that even should the engineer recognize the necessity of the tramway company effecting some street repairs, he would be required to prepare a report as regards the condition of the whole system and submit this to the city solicitors, who would then advise as to the form in which the request to repair is to be made.

It is some days since the work of double-tracking Douglas street has been completed, and although the greater portion of the roadway has been filled in, there are several places, notably at the corner of Yates and Douglas streets, where the ties have not even been buried. Another fact commented upon is that the company does not replace the stone or block crossing which they tear up, but instead, put down cinders or gravel. Most of the crossings were laid by the city quite recently at considerable expense.

A HEAVY DOCKET.

Long List of Offenders Up in the Police Court Yesterday.

Yesterday was a very busy day in the city police court, whiskey being responsible for the appearance before Magistrate Hall of a large number who had gone down before the assault of King Alcohol and been gathered in by the police. The most serious case which came up was one of assault preferred against Joseph Spollagton, an Indian, by Sing Kee, who appeared in court with an ugly gash in his neck inflicted by accused. Sing's story is to the effect that the Indian was standing in the doorway of his house, obstructing the passage-way. He asked him to move on, and the after refusing, he attempted to push him out. The latter turned and struck at him, and a fight ensued, several other Chinamen coming to Sing's assistance. It is alleged that during the quarrel the Indian—who, by the way, is a fairly well educated man—pulled a pocket-knife and struck at Sing, inflicting a deep wound in the neck and coming within a hair's breadth of severing the jugular vein. The case was remanded until this morning.

Charles Stewart appeared on the charge of supplying liquor to Indians. He claims he can prove an alibi. The only witness against him were two Indian women, and both were too intoxicated to permit of their evidence being taken, so the case stood over till this morning.

Fred. Budden, a seaman on the Empress of Japan, got intoxicated and missed the steamer when she sailed on Saturday evening. He was fined $2.50. L. F. Wallen was fined $5, an Indian $5, George D. Stevens $2.50, Richard McCormack $2.50, and John Wilson $5—all for drunkenness.

AN AUTUMN DAY.

Softly the wind through the branches is stealing,
Singing a lullaby, tender and low;
Bare is the field that was gayly revealing
Its riot of tints where the wild flowers grow.
The morning of Maytime was blushing with beauty,
And the noontide of June was resplendently bright.
But time will not linger for love or for duty,
The year grows a-weary and murmurs "good-night."
The rigors of Winter will move us to sorrow,
And the north wind will mutter and toss
But though ill be our dreaming, we know that to-morrow
Will dawn, and that Maytime will blossom again.
The foliage whose colorings shone with such splendor
Is doffed and the snow will fall fleecy and white;
The voice in the forest sounds distant and tender,
The year is a-weary and murmurs "good-night."

—From the Washington Star.