n and the op-
all this would
osition called
hat the gov-
objectors the
Applause and
labor, every-
if possible, be
the govern-
they could go
ection and it
onstitutionally
eir powers in
mployment of
had been for-
f Mr. Bryden
ter into court,
consitutional,
d agreed with
only right to
far the power
espect extend-
fore, that the
n the matter.
had taken the
it.
s public char-
hen men came
y presumptive
cts in the past
and what they
om should be
Wellington no
c men who are
had raised dis-
th Mr. Martin
Mr. Luxton ad-
red at Ottawa
ney-General of
n out and out
proof in my
agel, amid ex-
er this settles
hat could one
taken the oath
rving as attor-
al duty was to
country, openly
g. (Applause.)
e for it," said
e papers, "and
e Mr. Martin's
r denied it. It
Manitoba for

urther and had
disallowance
anitoba had be-
matter of fact
ave been num-
f one hand and
n. (Applause.)
who should be
or premier it-
Martin would
rty won. Mar-
in the puddle.
t position who
hen upon oath
essed these an-
nd said "very
atement!" We
r leaders here.
Northern Pa-
hwestern in the
ple would have

evaded answer-
ions by saying
not worth ans-
he was an an-
that if returns
be more econo-
He objected
ent had given
od deal of time

eakers and the

XERCISES.

nderer has been
e school closing
ubmits the fol-

ems to be about
rite into an
ystem of 6 in
ing. The Wan-
are some things
public schools.
uld be very de-
ymnasium is the
ng of the kind,
the exercises of
y afternoon will
tement that the
indaequate. A
ds provided or
platform, but a
and friends of
lled to stand
exercises, and
s who ought to
it too much to
hould have an
arge to accom-
mbers as have

amodation for
y in the Boys'
that the High
a building for

h Ward school
dation for the
hildren are al-
of that fine (?)
place more of
ird story, and
d. The biffi-
d. There may
score or more
to death, and
ears spent in
hom the blame

competition re-
Ward school on
nly that suffi-
paid to this
ese young peo-
to take promi-
present there is
public men in
g woman who
prize had 88
ols of our city
this result, as
ng in the old
k and the next
marks. It is
ling Miss Love-
emaining 23 re-
and they were

e above is the
is splendid tal-
developing of
and also good
ng that would
the expenditure
employment of
king the teach-
ts. Proper in-
greatly aid in

t the exercises
and the High
ence of caste,
of an ecclesias-
our democratic
d seem to re-
here is no con-
in our beloved
not want that

nail square on
ference to the
bin university.
bright students
way from home
lies.
most important
s, viz., that of
one under the
eacher in the
home. It is a

WANDERER.

ly remarks of
McInnes at the
tral school yes-
than passing
to the part
to the defect-
plars. This is
ation, and it is
productive of a
that the school
uggestion made
thout carefully

WILLIAMS.

trength of the
ont from here?
ed and eighty-
40 majors and

MR. PATERSON'S VIEWS

Electors at Sidney Learn of the Queer Kind of Government He Would Institute.

Hon. J. P. Booth Also Before the Opposition Meeting and Well Received.

A meeting of the electors of North Victoria was held at the school-house, Sidney(last evening in the interests of the opposition candidate, Mr. I. W. Paterson. By invitation Hon. J. P. Booth, the government candidate, was present and also addressed the electors. Both candidates were accorded an attentive hearing. As the meeting had been called by the chairman of the local opposition committee the attendance of the opponents of the government was more numerous than would otherwise have been the case. The Victoria and Sidney Railway company, of which Mr. Paterson is manager, ran a special train from town, leaving the city at 8 o'clock and carried out a further consignment of his supporters, although just previous to the meeting Mr. Emery, one of the principal oppositionists and the organizer of the meeting deprecated the interference of outsiders in the affairs of the district.

On motion of Mr. John Brethover, Mr. W. Le Poer-French was voted to the chair, and it was arranged that Mr. Booth should be the first speaker.

Hon. Mr. Booth on taking the platform was received with applause. He stated that he would confine himself pretty much to what the government had done in the interests of the agriculturists during the past four or five years and more particularly to their railroad policy. The various methods of assisting railways were discussed, and he pointed out that the provincial government had had nothing to do with the creation of railroad monopolies as had been charged by the opposition. The cry that too much had been given by the province towards the construction of railways was refuted by the position of the B. C. Southern, which would never have been built had it not been for the additional subsidy given by the Ottawa government, and this line was most urgently needed to cheapen transportation charges on coke and other supplies for the Kootenay smelters. The inconsistency of Mr. Paterson as shown by some of his statements would be seen when it was known that the Shuswap and Okanagan railway, which that gentleman stated had done nothing for the farmes but cheapen the rates on flour, whereas only last year this same line had been the means of glutting the coast market with other produce, particularly hogs. (Hear, hear.) This same line in which Mr. Paterson had been interested was by him sold to the C.P.R. at the very first opportunity.

The present method of bonusing railways by cash subsidies by the local government had been adopted in order to preserve the land for actual settlers, and the credit of the province was now on a par with that of the Dominion and should be gratifying to every farmer in the country. The matter of the objection to Mr. Corbin securing the construction of the line into the Boundary Creek country was on the part of the government only because they had already pledged their support to another line, and as to the contention that Mr. Corbin's line was to connect with the Grank Trunk it was absurd as that line was over two thousand miles away. (Loud cheers.)

No man who knew anything of financing would agree with Mr. Paterson that the province should borrow the sum of $15,000,000 in order to build the Coast-Kootenay line. For his part Mr. Booth preferred the companies to build the lines at the own risk. "What would the Victoria & Sidney be worth as a government railway? He agreed with Mr. Patterson that the C.P.R. had been of immense advantage to Kootenay, but the opposition had been opposed to every railway scheme that he been brought forward for the opening up of the country—they did nothing but oppose and were emphatically the "do nothing party." Some mistakes had been made in guaranteeing bonds and very serious one in guaranteeing those of the Victoria & Sidney railway. Speaking as a representative farmer he thought that the government deserved the full support of the agriculturists as by the progressive policy they had succeeded in making markets for farm produce throughout the province, and particularly on the west coast and in the Yukon.

The cheap money legislation was brought up by a question asked by Mr. Robertson, who wanted to know how the farmers could be relieved from paying 8 and 9 per cent. for money. Mr. Booth answered that the measure passed at the last session of the house, if carried out, would provide money for farmers at from 3 to 3½ per cent. (Applause.)

In concluding his address Mr. Booth asked that the voters of Sidney stand by Mr. Turner and Progress. In spite of the fact that the meeting was called by his opponent Mr. Booth made a very good impression, appealing as he did to all fair-minded men to treat the questions of the day from a more liberal standpoint than that of sectional prejudice.

Mr. Paterson as a preliminary stated that he was not a public speaker and had had no intention of entering politics until he had been waited on by a deputation and urged to allow himself to be placed in nomination. He then took up the government railway policy and expressed himself as opposed to the giving of any bonus for the construction of the line into Kootenay from the Coast. This province was quite rich enough to raise the money necessary, some $15,000,000, and to have built the road itself. Then people would then be in a position to regulate the rates over the line and would not be subject to the monopoly of the C. P.R. The great majority of the mines of Kootenay were of low grade ore, and what the mine owners wanted was cheap transportation for their ores in order that they might be brought out to the Coast for treatment.

This statement Mr. Booth afterwards took occasion to point out was not in keeping with the facts of the case as what the miners really wanted was cheap transportation on coke and other supplies taken into the mines as it would never pay to haul low grade ore to salt water—it must be treated at the mines.

Continuing, Mr. Paterson painted a glowing picture of what the coast cities would be with all these smelters in full blast. Rossland and other interior towns, Mr. Paterson said, would never be residential points and all the workmen and their families would be attracted to the seaboard cities. Five hundred tons a day would be only an average output for many of the mines, and with but ten mines running this would be 5,000 tons daily, which would keep no less than ten smelters in full operation, which would mean $40,000 a day from the smelters alone in wages to be spent in the coast cities. All of which would have happened if the people owned the road and the ores were brought to the coast for treatment.

The reason that Eastern merchants had been so strongly in favor of the building of the Crow's Nest line was they knew that it would divert the trade of the Kootenays to the east. Mr. Booth had stated that railway competition was a mistake.

Mr. Booth—No, I said nothing of the kind. (Applause.)

Mr. Paterson admitted that the Dominion government controlled the freight rates on the Crow's Nest Pass railway, but that the C.P.R. were going into the smelting business as an offset, and by fixing the rate of charges to their smelters would so work things as to compel the owners of high grade ore to sell the output of their mines at the company's figure or go out of business. They would offer the owners of low grade ore a freight rate to the smelter that might or might not pay and would then send their buiyers out and offer the owners or high grade proposition any figure they (the C.P.R.) liked, and as the railway would have a practical monopoly of transportation would force the miners to sell or wind up their business, in which latter case no doubt it would be found that a new company would be formed of C.P.R. offiuials to operate the mine.

This was also the subject of a correction from Mr. Booth, who reminded the electors that the C.P.R. was prevented by law from discriminating in freight rates.

The proposed Coast-Teslin railway also met with Mr. Paterson's hearty disapproval, for according to him if the C. P.R. had been let alone they would have had to build the line themselves in self-defence. There was at present a great new railway scheme talked of in the East and in England—particularly in the London Times—to build a new transcontinental line clear across Canada from Labrador to Port Simpson and this line would be bound to build into the Yukon, and when it is remembered that the C.P.R. has at Vancouver two fine ocean steamers (the Tartar and Athenian) and a line of steamers on the Stikine it was a self-evident fact that rather than see the Yukon outside of their huge monopoly they would build a line to the North themselves. "No gentleman," continued Mr. Paterson, "I say let those who need the road into the Yukon pay for it themselves." (Loud applause.) But when Mr. Booth pointed out that this was precisely what the government intended to do—they got a percentage of the profits of the road—the remark lost much of its weight. And why should the province build the railway, anyway, when the province did not own the mines. The amount of good that the discoveries would do us would be the little spent for supplies for parties going in. The gold would be dug by foreigners and carried away, and "it was very foolish to dig up the money to put the C.P.R. in control of the North." Mr. Paterson asknowledged the high opinion ne had of Hon. Mr. Turner as a thoroughly honorable and upright man and was willing to admit that the policy of the government may have been the result of ignorance, but just the same he was utterly opposed to it, and he asked the electors to judge them by their mistakes as well as by good deeds. A few remarks were made in re the mortgage tax and Mr. Paterson brought his address to a close amid continued applause. Mr. Booth briefly replied and pointed out just a few of the false arguments advanced by his opponent and asked the electors to use their own judgments and not be carried away by glittering generalities and appeals to local prejudices.

The chairman having asked for other speakers without getting any reply declared the meeting adjourned.

COPPER RIVER BUBBLE.

A Returned Miner Tells of the Troubles of Men in that Section.

James Burk, an old Colorado miner, who has returned from the Copper River country tells a pretty hard tale of the sufferings and disappointments of the men who went to that section. He says that if there is any gold up in that country, it is farther inland than anyone has been able to go up to the present time. The big glacier back from the river mouth is the impassable barrier. He says that several men, at least eight or ten, have lost their lives there by snow slides or exposure, and that almost every man is a physical wreck. There are about 1,000 men back in the country, most of them still on the big glacier, which is like a great mountain. It rises up in five shelves, or ice plateaus, and is over fifteen miles long. It rises away above the timber line, and wood for fires sells at enormous prices, a log twelve feet long and six inches thick brings $25. A small pony he took from Seattle, and which cost about $10, he sold for $400. The two government survey parties that were sent in to make their way to the source of Tanana have gone back home without accomplishing their purpose.

All the men, he says, have been disappointed, and they claim the transportation companies have got them into the fix they are in by misrepresentations. The fifty men who came out with him, have gone to the States, many of them broken down in health beyond hope of recovery. They are preparing a letter for publication, warning prospective Alaska miners not to go to Copper river.

WAGON ROAD TO TESLIN.

Petition From Glenora Urging Its Immediate Construction.

Hon. Edgar Dewdney, who arrived from the North on the steamer Athenian yesterday morning, is the bearer of an important resolution to be presented to the Provincial government. It was passed at a very large meeting held at Glenora on Tuesday afternoon last, and requesting that a wagon road be built immediately between Glenora and Teslin Lake. Mr. Dewdney had arranged to leave Glenora before the meeting took place, but by request waited over, the boat on which he was to travel being detained until he was ready to come. The meeting was attended by between 800 and 1,000 people, many of whom were about to come down the river and go in by way of Skagway, but will now await action on the petition sent down. Mr. Dewdney says that on his way down he heard that a party was now proceeding north to build the road. He says that several pack trains have reached Teslin and the Canadian soldiers are making good headway on their journey through. The Canadian Development company's new steamer has been successfully launched and is, he thinks, making her first voyage down Teslin Lake by this time.

The fire on the trail from Glenora has done some damage, but has not stopped travel. Just before he left Glenora two men arrived from Teslin who had started their party down the lake and walked back over the trail in four days, averaging 40 miles a day, which speaks well for the trail. Mr. Dewdney says that a system of signals for the safety of river navigation on the Stikine has been established at the Canyon, and is working well. He heard at Wrangel that the Skagit Chief and Victorian were soon to leave for St. Michael's to ply for the remainder of the year on the Yukon.

COLWOOD IS AMUSED.

Three Opposition Candidates and One in Training Address a Public Meeting.

Mr. Higgins' One Ambition in Life to Secure Defeat of the Government.

A meeting in the interest of the opposition candidates (Messrs. Higgins and Hayward) was held at the Colwood school house last evening. The meeting was not characterized by anything of interest to the electors, the speakers confining themselves to a repetition of previous public utterances since the opening of the campaign. Mr. Richard Phillips, after a few preliminary remarks, called upon "the black horse" (Mr. Dennis Harris) to address the meeting.

Mr. Harris, after a glorious description of the manifold resources of British Columbia, and the duty of the people of the province to turn their valuable heritage to profitable able account, said that he came out "as a supporter of the Hon. J. H. Turner. The Premier had great experience as a leader. Mr. Harris, in emphatic and unequivocal language, expressed his faith and confidence in Hon. J. H. Turner as Premier. Mr. Harris stated that he was independent of party lines, in the sense that he did not think that federal issues were at all pertinent to this contest. He dwelt upon his experience as a civil engineer, showing that such experience had given him a good insight into the requirements of the district bearing on roads and bridges, and he believed that money could be saved by a more economical expenditure in this direction. He was quite aware that an export duty on coal was unconstitutional, but he believed in making it constitutional. He considered that every member of the legislature should have the right to pass over every railway in the country without paying for this privilege. He advocated a light line of railway to the end of the island, independent of the E. & N. railway. ("Hear, hear" from Mr. S. Perry Mills.) Mr. Harris also was strongly in favor of relieving the farmer from taxation on improvements for a certain length of time. He expressly exonerated the government from any wrongful intention in respect to the mortgage tax. "It was not the intention," he said, "of the government to tax the mortgagor."

Mr. Hayward was the next speaker. He rated Mr. Harris for his patent inconsistency. He was surprised at the anomaly presented by Mr. Harris supporting the government and yet preaching against it. Mr. Hayward was unsparing in his denunciation of the mortgage tax. "It was a disgraceful tax—a double tax—a treble tax." The extravagance and absurdity of the financial policy of the government was denounced in unmeasured terms by Mr. Hayward, and one of the specific instances of this extravagance adduced by Mr. Hayward was the construction of the legislative buildings. The expenditure on these buildings had been over $900,000, and any government that paid such a sum, when the original estimate provided for only $600,000, should be turned out. Hon. Mr. Turner stated at Chilliwack that revenue had increased, but omitted to mention that expenditure had also increased. The country was going into debt, and could not last long under such a policy. Mr. Hayward, after stating that he would not give an acre or a dollar to any company without quid pro quo, qualified this declaration by saying that he did not know whether his view was practicable.

The chairman introduced Mr. Higgins by enigmatically remarking "that the government wanted Mr. Higgins to pay for the pound of flesh, but Mr. Higgins wouldn't pay for it."

Mr. Higgins wore a puzzled expression when he mounted the platform, and, feeling that he was called upon to make some allusion to the facetious introduction of the chairman, opened by saying that "it was not the pound of flesh that the government wanted, but the very life-blood." There must be a radical change from the Premier down. He had known the Hon. Mr. Turner for 35 years, and as to Mr. Mr. Turner as a man and a gentleman he had nothing to say. It was his political policy with which he took issue. He did not charge that Turner had stolen anything, only that he was politically incompetent. "We must rise in our might now; we will never have another opportunity." He contrasted the bustling scenes outside of the Inland railway belt at Alberni and other places with the stagnation "as desolate as the grave" within the belt. Mr. Higgins then remarked that a scandalous story had been circulated to the effect that he had written to a high naval officer at Esquimalt, requesting that all men on the voters' list should be struck off the payroll. He wished to give this an unqualified denial, and if such a letter could be produced he would retire from the contest.

He also repudiated the charges that he had been on a constituency-hunting expedition, or that he was hungry for a portfolio. "I am not hungry for a portfolio, but I am hungry to get the government out." "There was a nemesis after the government—the goddess of retributive justice." The Premier might go up to the canyons and the mountains of the Mainland, and paint glowing pictures of the progressive policy of the government, but the goddess of retributive justice would visit a measure of wrath for political shortcomings. Mr. Higgins here waxed very eloquent indulging in flowing periods and a perfect shower of ornatic metaphors. He spoke of a streamlet taking its rise in the mountains of East Kootenay and gradually growing into a rushing torrent, bearing towering billows of incompetence and extravagance, and in its resistless tide submerging the government in a limitless deep of irretrievable oblivion. Mr. Higgins then began throwing bouquets at Mr. Harris. He said that Mr. Harris was a good man, a pattern husband and father, but there were others, and he was one of them. He was sorry that he could not advise the electors to vote for Mr. Harris. Col. Baker was an ornate speaker, classical and clever, and when he prepared a speech he was generally accurate, but very vain. Mr. Higgins here referred to Col. Baker's address at the convention of school teachers at Toronto. He could not remember the title of Col. Baker's address, but believed it was an evolution or some kindred subject. Col. Baker, in his address, had referred to the schools of the province as "Godless." He pointed to the motto on the wall of the Colwood schoolroom "God is Love," and asked if Col. Baker had been justified in aspersing the reputation of our schools. Mr. Higgins said it was the proudest moment of his life when he took his place on the floor of the House as a member of the opposition.

Mr. Wales here asked "if the government had four years more, would they not overcome the difficulties mentioned by Mr. Higgins?"

Mr. Higgins replied that they should not have another lease of power. They should be ignominiously expelled.

The chairman then called upon Mr. S. Perry Mills, "who had given the Q. C. such a pill." Mr. Mills said that there was no mistake as to Mr. Higgins' nationality. Mr. Higgins had blarneyed the meeting, and he was quite capable of supplying his own taffy. Mr. Higgins then expatiated on his reasons for withdrawing from the contest. He thought that Mr. Harris would make a better run if he retired, and left five in the field. He (Mr. Mills) had come out for the purpose of introducing himself, so that he could be in a better position to solicit their suffrage at a future period. He was just out for a preliminary canter over the course, and to make a name for himself. He had made a discovery. He had never known that Mr. Higgins was a religious man, but he was now sure that he was perfectly qualified to occupy the pulpit after his admirable answer to Col. Baker's charge of Godlessness against our schools. Mr. Mills regretted that Mr. Harris had been called on first, as he had not done justice to himself. Mr. Harris was an upright man—a good man. Mr. Mills had for the last 21 years occupied a neutral position, and it was not true that either the government or the opposition had given him the cold shoulder. Mr. Mills then paused and took on a very grave air, relieved by a passing shade of indignation. "I will take you into my confidence," he gravely proceeded. "My friend Mr. Harris was offered $200 to retire from this contest. Of course, he spurned the bribe." Cries of "Shame" Mr. Mills took up the railway policy, condemning the government for not having retained control of the freight rates over every line in British Columbia. He also strongly endorsed Mr. Harris' advocacy of the expediency of allowing every member of the legislature to travel over every line without being obliged to petition the railway company for a pass. This was infra dig., and the people's representatives should not be subjected to such humiliation. Mr. Mills handled the mortgage tax question with lucidity, going into details and giving apt illustrations, and suggesting as a remedy that the mortgagor should only be taxed for his actual interest in the land.

At the conclusion of Mr. Mills' address, Mr. Higgins called upon Mr. Mills to clear the opposition of any charge that they were in any way connected with the alleged bribing of Mr. Harris.

Mr. Mills was pleased to state that from the evidence in his possession he had no grounds to charge the opposition; he had not completed his investigation of the matter, and could not state definitely if the bribe had emanated from either party.

Besides the candidates and the reporters, there were sixteen persons present at the meeting.

TWO RECENT WEDDINGS.

Events in the Old Country in Which Victoria Has Special Interest.

A London correspondent writes as follows under date of June 11: Two of British Columbia's daughters have recently been married over here. The first wedding, that of Miss Gertrude Edith Powell, daughter of Dr. I. W. Powell of Victoria, to Mr. Edward Langworthy, of Hyde Park Court, took place at the Oratory, Brompton road. The other wedding was that of Miss Maud Dunsmuir, of Victoria, and, as one paper described her, "Lady Musgrave's pretty sister," to Mr. Reginald Spencer Chaplin, of the 10th Hussars. This ceremony, which took place on Wednesday last at St. Peter's, Eaton Square, is thus described by "Onlooker" in the Daily Mail, under the heading, "A Smart Wedding."

"Miss Dunsmuir's marriage with Mr. Chaplin, of the 10th Hussars, was very smart. It took place in St. Peter's church, Eaton square, and the decorations were especially lovely, both in the church and at the Hans-crescent hotel, where the reception was held. The aisle at St. Peter's was lined with a number of troopers of the 10th Hussars, looking very gallant in their smart uniforms and drawn swords. The bride was accompanied by her brother-in-law, Sir Richard Musgrave, and looked charmingly pretty in her white satin gown, embroidered with silver and trimmed with Irish lace, with which her tulle veil was also bordered. Her train was held by two pages, Master Green and Master Falkner, in light blue satin costumes, and carrying white felt hats with plumes. They wore pearl pins given to them as souvenirs of the happy event. The bridesmaids were Miss Dunsmuir, Miss Hardy, Miss Bessie Dunsmuir, Miss Joan and Miss Dorthy Musgrave, pretty Miss Leila Crichton, Miss Muriel Chaplin, Miss Maud Graves and Miss Florence Keane, who wore dresses of pale blue satin trimmed with lace, with particularly pretty hats, and carried bouquets of pink roses. The bridegroom gave them initial brooches of diamonds and pearls. Captain Curzon, of the 10th Hussars, was best man. The Rev. John Storrs, Vicar of St. Peter's, officiated, and the service was choral.

"There were a grett many people present including Lady Lurgan and her sister, Lady Sophie Scott, both in hyacinth-blue gowns, Lady Lurgan wearing a black hat and Lady Sophie a pink one. Lady Carew was in white feathers. Mrs. Cory was in green chine silk with pale green and pink brocade, with a hat to match; and Lady FitzGerald was in pale blue fancy silk with a bonnet of shaded roses. The bride and bridegroom have gone to Paris for the honeymoon, and the bride's going-away dress was of blue silk, with a handsome blue coat embroidered in black and trimmed with blue chiffon ruches.

"As to the presents, among the jewellery the bride received was a diamond tiara from her mother, a diamond and pearl pendant from Sir Richard and Lady Musgrave, a diamond and pearl aigrette from Mr. James Dunsmuir, and from Miss Dunsmuir a diamond and pearl pendant. The bridgroom's gifts were chiefly turquoises and diamonds, and a ruby bangle, and the bride's gifts to the bridegroom included two rifles in a case. Colonel and Mrs. Chaplin gave a great deal of handsome silver, and the Duchess of Hamilton, Lord and Lady Airlie, and Lord and Lady Cadogan were among other who made presents."

RAILROAD BUILDERS.

Montreal, June 24.—Sir William Van Horne in an interview here being asked if he had anything to say in reference to the Crow's Nest Pass commission finding, said: "You will find there is always a scarcity of feather beds in construction work. The trouble is that men who go out do not appreciate what it is to build a railroad through a new country. We cannot build big boarding houses at every few miles and cannot supply matrresses for the men. I am sure the officials did all they could for the men and you will find this to be the case when all the facts are known."

A letter has been received by Mrs. W. J. Jeffrey from her husband, who left early in the spring with two companions for Dawson City. The letter was dated from White Horse rapids on May 17. The party got over Marsh Lake just in time, the ice being very thin when they passed, compelling them to travel in the early morning. About a mile below Marsh Lake, they reached open water and had to camp and build their boat. They started down in their boat on May 15 and at 4 p.m. the same day reached the danger signals of the mounted police above Miles Canyon. They ran both the canyon and White Horse rapids without any difficulty, although the excitement was great. The letter was written at 5:30 a.m., when the sun was shining brightly.

Among other matters that will be brought up at the meeting of the city council to-morrow evening will be a recommendation from the mayor that the following representatives of the city be reappointed on the board of directors of the Jubilee Hospital for the years 1898-99: H. Dallas Helmcken, Q.C., J. L. Crimp, W. J. Dwyer, Chas. Hayward and C. E. Renouf. The mayor will also introduce a by-law to be known as the tax by-law, 1898, and the following resolution: "That the sewerage committee and the city engineer report to the council in what parts of the city the rental from the sewerage rental by-law can be expended to the best advantage. The amount of the said revenue is estimated at about $4,000."

Alfred and George Lawson were brought up for trial in Seattle on Friday for smuggling wool across the boundary line. They own a sheep ranch on the Sound and the Seattle customs officers have come to the conclusion that the two have been shipping more wool lately than comes from the ranch. Local interest in the young men centre in the fact that it is only about a week ago since they were up in the provincial police court for a contravention of the customs act.

SHAFTER MAKES REPORT.

Want of Landing Facilities Caused Him Trouble, But the Spaniards Did No Harm.

Washington, June 23.—A despatch received to-day from General Shafter from Playa del Este dated Baiquiri, June 23, reads as follows: "Had very fine voyage. Lost less than fifty animals, six or eight to-day. Lost more putting them through the surf to land them on transports. Command is as healthy as when we left; eighty sick men. Only two deaths, two men drowned in landing. Landing is difficult. Coast quite similar to that in vicinity of San Francisco, and covered with dense growth of bushes. Landing at Baiquiri unopposed. All points occupied by Spanish troops heavily bombarded by the navy to clear them out. Sent troops toward Santiago and occupied Jauragua city, a naturally strong place, this morning. Spanish troops retreated as soon as our advance was known; had no mounted troops, or could have captured them, about six hundred all told. Railroad from there in. Have cars and engine in possession. With assistance of navy disembarked 6,000 men yesterday and as many more to-day. Will get all troops off tomorrow, including light artillery and greater portion of pack train, probably all of it, with some of the wagons. Animals have to be jumped to the water and towed ashore.

"Had consultation with Gen. Garcia, Rabo and Castillo at 1 p.m. of the 20th, west of Santiago. These officers were unanimously of opinion that landing should be made east of Santiago. I had come to the same conclusion. Gen. Garcia promises to join me at Jauragua to-morrow with between 3,000 and 4,000 men, who will be brought from west of Santiago by ships of the navy to Jauragua city and then disembarked. This will give them between 4,000 and 5,000 Cubans and leave 1,000 west under Gen. Rabi. Gen. Kent's command is being disembarked this afternoon at Jauragua city, and will be continued during the night. The assistance of the navy has been of greatest benefit and enthusiastically given. Without them I could not have landed in ten days and perhaps not at all, as I believe I should have lost many boats in the surf. At present I want nothing. Weather been good. No rain on land and prospects for fine weather."

A serious loss came to the knowledge of the war department to-day, when it was learned that one lighter sent with the Shafter expedition for the purpose of unloading the heavy guns had been lost. It leaves the invading army without proper means of getting the heavy siege guns and ordnance from the transports ashore. There is one small tug with the transport fleet, but it is not believed this can be made available. Besides, the guns there are heavy mounts, caissons, trucks, etc., which nothing short of a big lighter can take ashore. How the loss of the lighter occurred is not known. Adj. Gen. Corbin received a telegram from General Coppinger at Jacksonville to see that two large lighters were sent at once to the fleet of transports with Shafter."

TRAIL WELL SATISFIED.

A Centre of Kootenay Industry Heartily Supporting the Government.

Trail, June 25.—The hearty reception tendered Premier Turner to-night by the citizens of Trail indicates the feeling in favor of the government. Two rousing meetings were held this afternoon and evening, business being suspended in many instances to attend the afternoon gathering. The people of Trail recognize the fact that there is nothing to prejudice them against the government and that they have been provided for liberally in way of appropriations for roads and trails.

In the evening there was a big rally at the theatre with an address by John McKane, the independent government candidate. The voters of Trail are a unit for the government and recognize that to aid in their defeat would be disastrous to the best interests of the community.

Mr. Turner left this evening for Nelson and an immense crowd, irrespective of party, gathered at the depot to cheer him.

NEW QUARTERMASTER-GENERAL.

Captain Casgrain, Recently Appointed to An Important Position, a Kingston Graduate.

The following is an extract from the Broad Arrow of June 11th: "Captain Philippe Henri Du Perron Casgrain, Royal Engineers, at present in charge of the ordnance survey at Bedford, has been appointed Quartermaster-General to the Canadian militia forces, with the local rank of lieutenant-colonel, vice Colonel Lake, whose period of staff service has expired. Captain Casgrain, who graduated at the Royal Military College of Canada in 1883, served in the suppression of the Riel rebellion, medal and clasp, and in the Manipur expedition, medal and clasp. He is an interpreter in Russian and an accomplished linguist. The appointment to the staff in Canada of old graduates of the Royal Military College who have had varied experiences in the Imperial service, must prove of the highest value to the Dominion forces."

Prior to joining the Imperial army, Captain Casgrain served as captain and adjutant of the 9th Battalion, "Voltigeurs de Quebec," during the Riel rebellion, and was appointed lieutenant in the Royal Engineers June 30th, 1885, and promoted captain September 20th, 1894.

NEWS OF ROSSLAND.

Fine Map of the Mining Camp—Shipments for the Week—Railway Work.

Rossland, June 25.—Ore shipments from Rossland for the week ending June 25: War Eagle, 1,088; Centre Star, 64; Iron Mask, 80; Monte Cristo, 64; total, 1,388 tons, divided as follows: To Trail, 1,180; Nelson, 208 tons. Total shipments since January 1st, 37,653 tons.

The Rossland Miner has published a may of the Rossland camp, printed in 13 colors and showing 29 square miles of territory around the immediate neighborhood of Rossland. Over 400 mineral indications are marked as also roads, trails, railways, streams, mountains, ore dumps, power houses, and workings generally. The British America Corporation has ordered 4,000 copies to be sent to all stockholders of the B.A.C. and the London and Globe Finance Corporation, among whom are the most prominent men in the financial world, so that it will be a valuable advertisement for the camp.

A meeting of the Virginia company will be held here on July 27 for purposes of re-organization under the laws of this province. It is said that the present capital of $500,000 may be considerably increased, but this is not likely to happen. Nor is it probable that the company will be consolidated with the Monte Cristo, which is controlled by the same people.

A strike of a thirty-foot ledge of free milling ore has been made at Glen Robinson in the Okanagan country.

A meeting of the West Le Roi and Josie Company was to have been held here to-day to transfer the property to the B.A.C., but the meeting has been postponed until Monday next.

Work is rapidly progressing on the Robson-Penticton railway near Robson.

SHORT DESPATCHES.

Great Distillery Destroyed—French Cabinet Formed—Seven More Ships Bought.

M. Peytral has succeeded in forming a cabinet for France to-day, the ministry of M. Meline. It is constituted as follows: Premier, M. Paul Peytral; foreign affairs, Charles de Freycinet; war, M. Godfrey Cavaignac; marine, Vice-Admiral Francois Fournier; finance, M. Paul Delomber; justice, M. Ferdinand Sarrien; colonies, M. Theophile Delcasse; commerce, M. Emile Marquejouls; agriculture, Senator Baduel; public works, M. Leygues; public instruction, M. Chas. Dupuy.

The Great Western distillery at Peoria, Ill., the second largest in the world, was struck by lightning Friday night and everything was burned, except the bonded warehouse. The loss is estimated at $300,000, fully insured. The establishment was running at from 4,500 to 5,000 bushels per day.

Spike Sullivan, of Boston, knocked out Dal Hawkins, the lightweight boxer from California, in the twenty-second round of a twenty-five round bout at the Lenox Athletic club, New York, on Friday night.

The Baltimore Storage and Lighterage Company, operating the Atlantic Transport line, have sold to the United States government seven vessels for $4,000,000. The vessels are to be used as transports and supply ships.

After a visit which Premier Sagasta made to the Queen Regent yesterday it was reported that the expected ministerial crisis had occurred.

The Zakunfe of Berlin publishes an open letter from its editor, Herr Harden, to the Emperor, in reply to the charge of lese majeste brought against Herr Harden. The letter says his Majesty is wholly mistaken as the actual state of feeling of the nation towards him and he adds it is a misfortune that the Emperor is blind.

The Spanish prize steamers Guido, Bueno Ventura, Miguel Jouvar and Catalene will be sent to New York next week with their Spanish crews on board. The Guido and her cargo will be sold. The Bueno Ventura will be sold, but her cargo has been released. The government has appealed from the decisions in the cases of the Miguel Jouvar and Cataline. The owners of the cargoes of these two steamers have furnished bonds.

Andrew Harrison, of the C.P.R. in Montreal, has been instantly killed by coming in contact with a live electric wire while working on a scaffold.

SHAKESPEARE OUT OF DOORS.

"As You Like It" to Be Produced at Oak Bay Next Saturday Night.

The dramatic and society event of many seasons in British Columbia theatrical circles will be the open-air performance of Shakespeare's beautiful sylvan comedy, "As You Like It," at Oak Bay park next Saturday evening, July 2nd. Nothing comparing with this performance, in an artistic sense, has ever before been attempted in the Pacific northwest. At fashionable watering places and large summer resorts in the East and South, where it has been presented on various occasions, this play has attained a success unprecedented in the annals of public amusement, large and enthusiastic audiences testifying their approval of this novel mode of entertainment whenever the opportunity offered. The immortal bard himself, cautioning the players, bade them hold, as 'twere, the mirror up to nature. Now the players being natural, which naturally follows, why not the scenes of their action? Herein lies the secret of "As You Like It's" out of-door success. A grove of trees composing the stage, being brilliantly illuminated with numerous arc and incandescent lights, shedding a dreamy light over grounds and players, making a picture of surpassing beauty, with a stage setting unequalled in any theatre in the land, fascinating all who ever had the opportunity of witnessing it, constituting an epoch in their lives never to be forgotten. The performance at Oak Bay will be under the personal supervision of Mr. Fred. A. Cooper, and will be interpreted by a company of artists of recognized ability, assisted by well-known local amateurs.

CORONER'S JURY FINDING.

Gerald Swale Caused His Own Death by Taking a Dose of Carbolic Acid.

The inquest to ascertain the cause of the death of Gerald G. Swale, whose body was found in Beacon Hill park on Thursday morning, brought out the fact that death had been caused by a dose of carbolic acid. Dr. Hart, who conducted the post-mortem examination, testified that he had found traces of sufficient carbolic acid in the stomach to cause death. There were several punctures on the arm, that might have been made by a hypodermic syringe, but not such as made by habitual users of morphine.

Other witnesses testified as to the erratic actions of the deceased during the past few weeks.

The jury brought in the following verdict: "We, the undermentioned jurors, summoned to enquire into the cause of the death of Gerald G. Swale, find that the death was caused by carbolic acid taken with suicidal intent, while temporarily insane. We find that the said Gerald G. Swale was about 35 years of age, and died on or about Friday, the 17th instant. We find that there is no evidence to support the statement that the deceased was an habitual user of morphine or spirits."

EXAGGERATED REPORTS.

Statement As to the Health of Vancouver Furnished by Health Authorities.

The following despatch was received last evening by the Colonist from Vancouver:

"The reports that smallpox is prevalent here are false. There are only three cases in the city and they are convalescent and all isolated. Please contradict these malicious rumors. We refer the public to Dr. Duncan, provincial health secretary, as to the health of our city to the present date.

JAMES G. GARDEN, Mayor.
W. J. McGUIGAN, M.D., Chairman.
J. M. McLEAN, M.D., Health Officer.
ROBT. MORRISON, Health Inspector.

HUSEHOLD HINTS.

Strong tea applied with a sponge several times a week will darken faded hair.

A few drops of oil of cloves added to paste will prevent paste from turning sour.

A little powdered borax added to the water in which red material is washed will keep it from losing its brightness.

Patent leather shoes should be cleaned with sweet oil applid with a piece of flannel and afterward polished with a soft duster.

Ringworms in children can be cured by applying a strong solution of common salt and water every night to the affected parts, and then washing off in the morning with a solution of boric acid.

Saucepans should never be put away with their lids on, or the smell of the last thing cooked in them will remain. Turn the saucepan upside down on a shelf with its lid hung above or below the shelf on a nail in the wall.