

BERESFORD ON BRITISH NAVY MUST BE STRONG TO PRESERVE PEACE

Admiral Declares a Bold Constructive Policy is Needed.

Toronto, Aug. 31.—Lord Charles Beresford, in the full uniform of a British admiral, opened the national exhibition to-day. An audience of 2,000 people gathered to greet his arrival.

"There can be no doubt that in the past the British navy has had a paramount influence in keeping the peace of the world, and it that navy remains efficient and sufficient the peace may be maintained, not only to the benefit of this empire but also to the benefit of the whole universe, peace being the greatest interest that any nation can possess. There is no insurance for peace equal to a strong navy. What is wanted is a bold constructive policy, broad in its basis, imperial in its object. The time for talking is over, the time for action has begun. There must be carefully compiled a concise and practical plan for defeating the enemy's fleet. It was should unfortunately be forced on us. A complete scheme should prevent war and secure peace.

"The question of the safety of the Empire should be put beyond any possible doubt. Our supremacy at sea has been threatened in language which is unmistakable. In the near future the trust may become a reality. It is our business, as an empire, to see that our present position is not jeopardized in any way. If the result of the London conference produces an imperial organization for war in which the whole empire takes part it should preserve our supremacy intact. The latent resources of the empire have not been called upon as yet to join an organization which to be effective must be based on broad national and imperial lines totally devoid of personal, party or selfish motives—an imperial force founded on the principle of five nations, one Union Jack, one army and one throne.

"We have arrived at the crisis in our history as an empire. We aim at no aggressive action of increase of territory, nor do we hold threats to other nations. We wish to keep clear of all international disputes. We wish to consolidate the empire for the purpose of mutual advantage and defence. We are determined to hold our own, and let all know that our unassailable supremacy shall be kept. Instead of a British navy being dependent on the aid of the past, the other four nations have offered to come in and share some of the burden, standing shoulder to shoulder, Britons all, to hold what we have. Let us stand; closer union means greater strength.

"If the British Empire is to remain it must maintain naval superiority, that is undoubted. The heart of the Empire is absolutely dependent on the punctual and sure delivery of the water-borne food and raw material supplied by its arteries—the trade routes. A successful attack on the trade routes would paralyze the Empire of the Dominion as well as that of Great Britain. It therefore becomes a matter of life or death to the British Empire to remain supreme at sea.

"Any attempt to wrest that superiority from us will be met by a steady and determined effort on our part to defend what we hold. Maritime necessities are very different from maritime ambitions. Command of the sea is a necessity for our existence as an empire. No other nations are dependent upon water-borne food and raw material for their existence.

"They can produce food for their material needs, but they are dependent on their own fields and raw material necessary for manufacture is in most cases to be found in their own or adjoining countries.

"The tendency of late has been to gain complete naval supremacy in the North Sea. No doubt that would protect the heart of the empire—the British Isles—from invasion, but complete naval supremacy on all the seas can alone secure the continuance of the British Empire as a whole. It is that fact that has lately been realized by Britons throughout the world. There is no necessity to say that Canadians are loyal to the crown; they have proved their loyalty many times in past by their fighting or preparing to fight on behalf of the British Empire on questions of an Imperial nature, in which it may fairly be said that Canada had really no interest. I believe that the Canadian nation will always fight to keep Canada in the Empire, and stand true to that Imperial sentiment."

LATE RUN OF SOCKEYES.

Queen City Returns From Northern British Columbia Ports. Steamer Queen City, which arrived from the North Monday, brought 3,000 cases of salmon from Rivers Inlet, as well as a number of passengers. Major Audain returned from Alert Bay, where he had been on a fishing party. The steamer reported a run of sockeyes and cohoes at Quathislan Cove, the fishermen getting as many as 125 fish to the boat. A number of men were brought from Hardy Bay who had been working on the tram line to the top of Triangle Island.

Chief Constable Vickers, at Prince Rupert, has reported to Superintendent Hussey that Wall and Augustine, members of the crew of the Boscowitz steamer St. Denis, who were arrested and charged with the theft of \$21,000 from the strong room of the steamer, have been sentenced to five years in the penitentiary. All the money, which was consigned to William Lord, of the Nias Cannery Co., has been recovered, with the exception of but \$1,500.

INQUIRING INTO WRECK OF OHIO Witnesses Deny Complaints Were Made Against Captain and Crew.

Seattle, Wash., Aug. 31.—The official inquiry to determine the responsibility for the wreckage of the steamer Ohio, which struck a pinnacle rock in the inside Alaskan passage off Spire point on Thursday morning, resulting in the death of four persons, opened to-day. It is being conducted by Capt. E. B. Whitney, government inspector of hulls, and Robert A. Turner, inspector of boilers.

While five witnesses were examined, no new facts concerning the sinking of the ship were brought out. The stories of the collision by Capt. Johnson and Chief Engineer Raymond were set on the stand to-day. Added to them were the versions of Julius Johnson, third officer, who was in the pilot house with Pilot Snow and Cary Dybdal, assistant engineer, when the steamer struck.

Capt. Whitney, having heard rumors that certain passengers had criticized the officers and crew, asked each witness if any complaints were made by anyone after the sinking of the ship. They all replied that none had been made.

RUSHING RELIEF TO MEXICAN CITY

Timely Aid For People Who Have Been Made Homeless by Flood.

(By Louis F. Correa, Staff Correspondent of the United Press.) Monterey, Mexico, Aug. 31.—Optimism is the keynote in Monterey today. That the flood, sweeping away a portion of the business section, will have a beneficial effect ultimately, is undoubted. Several villages were damaged, but the optimists declare that the water will benefit the farmers, rendering the fields more suitable for sowing wheat.

Timely aid has been received from the vice-president, and Ambassador Thompson of the United States, and the private citizens of Mexico City, who hastened to the aid of the city with provisions and money. The rehabilitation of Monterey is looked upon as a matter of course. The destroyed buildings will be replaced by modern structures.

The poorer classes suffered most in the flood. The residents of this stricken city are taking steps to aid the sufferers and prevent a repetition of the scenes at Guasmasito after the flood seven years ago, when there was much unnecessary suffering on account of the slowness of the government in distributing the relief funds. There were a great many funerals to-day.

BLOODSHED MARKS COSTA RICAN ELECTION

Civil War Follows Fighting Between Supporters of Candidates.

New Orleans, Aug. 31.—The bloodiest civil war in the history of Costa Rica is raging this afternoon, according to private dispatches just received here from Port Limon.

According to the dispatches, the fighting has been brought about by the riots between the supporters of Jiminez and Rafael Inglez, presidential candidates. The trouble was also augmented by the capturing of a filibustering expedition near the Nicaragua border.

Jiminez is alleged to be the puppet of President Zelaya, of Nicaragua, who is credited with being the author of the proposed scheme to consolidate all the Central American republics under one head. He also is charged with assembling 4,000 of his followers at San Jose, and has issued an edict to him to the effect that any attempt to oust him out of the presidential race in the proposed consolidation would result in a bloody war.

The government party insists that the captured filibusters are being backed by Zelaya who is reported to be working hard to secure the election of Jiminez. Although very few details are given in the dispatches from Port Limon, it is feared that scores already have been killed. Both factions appear to have an abundance of firearms and ammunition, and it is feared that much loss of life will result before the civil war can be suppressed.

The balloting was finished to-day, and it is believed that Don Ricardo Jiminez has been elected president.

MANY PERISH IN WRECK OF STEAMER

Vessel Strikes Reef on Isle of Pines—Bodies of Ten Sailors Found.

Havana, Aug. 31.—The steamer Nicholas, which left here August 21st with a crew of 26 men and two passengers, was found a total wreck on a reef of the Isle of Pines to-day.

The indications are that all of the crew and passengers perished when the steamer went to pieces on the reef. The discovery of the wreck was followed by finding ten bodies of the crew which had been washed upon the beach.

ESQUIMALT ADVANTAGES. Development League at Meeting This Morning Passes on Memorial.

At a meeting of the Vancouver Island Development association held Tuesday memorial was prepared for submission to the authorities pointing out the advantages of Esquimalt as a naval base in connection with the new naval scheme which Canada is becoming a partner.

There were present the chairman, H. G. Wilson, and Messrs. Shallcross, Dugric, Henderson, Nelson and Secretary McCaffrey.

The memorial points out the tactical advantages which Esquimalt enjoys with references to the shipping of the Pacific ocean, its location, and its strategic relationship to the remainder of the province.

ARTICLES SATISFACTORY TO JIM JEFFRIES

Pugilist Ratifies Action Taken By Manager Berger.

San Francisco, Cal., Aug. 31.—Ratification of the action of Sam Berger in signing tentative articles with Jack Johnson in Chicago several weeks ago is the substance of a cablegram sent today by Berger from Jim Jeffries who is at present in Germany.

Following the signing of the Chicago articles, in which numerous points of the fight between Jeffries and the colored champion were agreed upon, Jeffries, in an interview in England, virtually repudiated Berger's action. Berger contended that Jeffries misunderstood what he had done, and today showed the following cablegram as proof that his action in Chicago was not unauthorized.

"Berger, San Francisco: 'Agreement satisfactory. Inform newspapers your action authorized by me.' (signed) 'Jeffries.' Berger declared that the receipt of the cablegram made it certain that the big fight would take place. He said that following the Plymouth interview with Jeffries, he had written a long explanatory letter, to which to-day's cablegram was the reply. Berger continued:

"The big fellow will return within six weeks and I hope by that time to have arranged with some club to handle the fight. Now that I have Jeffries' assurance I can go ahead and consider offers from promoters. 'Johnson probably knows what he is doing when he arranges fights, but in case he is defeated I would cancel any match with Jeffries. That excuse will have to go in. Johnson, moreover, Berger said that he expected to leave for New York in about two weeks but first wanted to find out what Jim Corbett of this city and Tom McCarey of Los Angeles were willing to offer to get the big fight.

PREMIER MCBRIDE IS BACK FROM NORTH

Party Returns Home After Enjoyable Outing Up Country.

More impressed than ever with the wonderful progress being made by what he has aptly termed the "New British Columbia," Premier McBride is back from his latest tour of a remote section of the province. Accompanying the Premier were Hon. H. E. Young, and L. Macrae, Mr. McBride's secretary, and W. J. Manson, M. P. F.

Ports on Queen Charlotte Islands, Prince Rupert and Atlin district were visited, and on every hand were to be seen evidences that the country is awakening into a tremendous period of activity.

At Skidegate and at Charlotte City Premier McBride was banqueted and presented with addresses setting forth the needs of the districts.

The Premier says he was amazed with the progress made at Prince Rupert. On arrival there Mr. Manson, government agent, with many of the leading people, were on hand to extend a welcome, and in the evening a smoker was held at the opera house, when addresses were delivered by the Premier, Dr. Young, Mr. W. J. Manson and others.

During Mr. McBride's stay at Prince Rupert, J. H. Bacon, of the Grand Trunk Pacific Railway Company, with J. H. Pillsbury, took the party for a trip along the front of the townsite.

FINE RECORD ON BUILDING WORK THIS MONTH AHEAD OF LAST SEASON

Total for Present Year Will Be Greater Than Year 1908.

Nineteen hundred and nine in the matter of building progress is keeping up its record-breaking pace splendidly. Since the first of January last each month the figures have been larger than for the same month last year, and August, which has now closed, is no exception.

The building permits issued from Building Inspector North's office for the present month aggregate \$138,130, while the figures for August 1908, were \$132,770. These figures were obtained from a report by Mr. Northcott said it was possible that during this afternoon some further additional permits would be issued.

In detail, the building permits issued in the closing days of August were: Mrs. M. A. Ellison, dwelling on Front street, Victoria West, to cost \$1,700; C. J. V. Spratt, two-story brick and stone dwelling on Pembroke street, to cost \$2,000. This will be a very handsome structure, to plans drawn by Ridgway Wilson. The contractor is W. Gibson. W. McFadden obtains a permit for a barn on Fisgard street to cost \$300, and Robert Easton will erect a small house to cost \$150.

Swelling the permits for the record of building progress for the month was the permit issued yesterday for the new \$40,000. The contractors for this fine structure are Messrs. Dinsdale & Malcolm.

KOSMOS LINER IS DISCHARGING CARGO

Steamer Was at Acapulco at the Time of the Earthquake.

(From Tuesday's Daily.) Five hundred tons of nitrate of soda is being discharged from the Kosmos liner Assuan, Capt. R. Fuessler, at the outer dock. The steamer came here from Hamburg by way of South America and Mexico, calling also at San Francisco. She left most of her European cargo at South American ports, picked up nitrate of soda at Chili, and at Salina Cruz took 2,500 tons of cargo that had arrived over the Tehuantepec railway, leaving 2,000 tons at San Francisco and carrying 500 tons to Acapulco. A meeting of the Los Angeles was willing to offer to Tacoma for wheat and flour for Callo.

The Assuan arrived at Acapulco a few days after the big earthquake, and found there that practically the whole population was camped out fearing a repetition of the quake. Their fears had some ground, for while the vessel was in the harbor another shock occurred, and although the ship was not tilted at the dock, the tremor was plainly felt aboard her. This happened August 12th.

During the night was the first vessel to rush in supplies to the capital from Mazatlan. She was loading there, and hearing of the disaster the captain at once proceeded to the scene of the disaster.

Mr. and Mrs. J. G. Clausen and family, with their governess and maids, who are on a holiday trip to these waters, returning off her when she goes south. Mr. Clausen is the manager for Melchers, the Mazatlan agents for the Kosmos line.

Another passenger was C. Clarence Cass, of San Francisco, who is connected with the freight department of the Kosmos steamship line at that city. He is here on a holiday, this being his first visit to British Columbia or Puget Sound. He will take in the fair and put his trip to Puget Sound cities before returning.

RAILWAYS CONTINUE FIGHT IN OREGON

Harriman Forces Are Left Behind in Race With Hill Crew.

Portland, Ore., Aug. 31.—The Hill-Harriman battle for Central Oregon, insofar as the canyon of the Deschutes is concerned by an injunction from the United States courts, has opened up again with renewed vigor farther south, as conditions are that Crooked creek crossing, in Crook county, may see a conflict between the rival construction crews.

As has been the case throughout the entire struggle, the Hill interests have secured the advantage and the Harriman forces are hurrying to catch up with it, if possible, dislodge them.

The most important move since the purchase of the Oregon trunk line by J. E. Stevens is the purchase of the Central Oregon railroad which has a survey running from Shaniko to Redmond, and which was consummated through the efforts of the Hill representatives yesterday. This line owns a survey running from Shaniko to Wasco county, to Pineville, Bend and Redmond, most of which survey has been definitely located. The Central Oregon filed its maps for a portion of its line running through public lands, with the secretary of the interior last October and a portion of the line has already been approved by the secretary. Other maps of survey have been filed with the land department, but have not yet been approved.

CARRYING WHEAT. Jepsen Liner Under Contract to Deliver Before 15th.

Steamer Ella is loading a large cargo of wheat for Mexican ports, the owners, Jepsen and Ostrander, having signed a contract to deliver the cargo before the 15th of September under a heavy penalty. On the 15th the duty comes into force, and a big saving will be made by having the cargo there before that time. The shippers of the cargo are Maldonado & Co.

PROFESSOR MACOUN VISITING VICTORIA

Noted Scientist Has Been Doing Field Work on West Coast.

Professor Macoun the eminent scientist who is particularly noted for the large amount of field work he does, getting in touch with nature at first hand, has returned from the west coast of Vancouver Island and will spend a week in the city, being here when the members of the British Association arrive next week. He has promised to give an informal talk at the next regular meeting of the Natural History Society on Monday evening next.

GOLF PLAYERS WERE INDIFFERENT TO FIRE

Continued Exciting Games While Police Fought Against Flames.

Complaint was made at the Oak Bay council meeting on Monday that when a grass fire started a few days ago on the Golf links, none of the members of the club made any attempt to put it out. The fire started there, and it must have been from a match or cigar thrown down by one of the players or those connected with the club. A number of players however went on with the game perfectly oblivious to the fact that if the fire spread it might prove dangerous to the whole community.

"Golf is an extremely engrossing game" sarcastically remarked one of the members of the council. "Extra help had to be secured to put the fire out, what are we going to do to pay them?" inquired Reeve Henderson. "I move that we send the bill on to the owners of the property. I am sure they would be only too glad to pay it," said Councillor McGregor. This motion was seconded and carried. The men will be paid for their services and then the account will be forwarded to the Golf Club asking that they foot it.

A petition was received from the residents on the west side of York Place asking for the grading and boulevarding of the street on the local improvement plan. The petition was approved and allowed to take the usual course.

The water main on York Place, which is laid right beneath the place where the cement sidewalk will be placed will be taken up as soon as possible, and the larger main laid. A meeting of the water committee will be held on Wednesday to consider the matter and to make arrangements.

A letter was read from R. W. Hodgson, commissioner of live stock, stating that Major Sheppard would lecture on road making in the Oak Bay council chamber on Friday next commencing at 8 o'clock. It was decided that all the councillors and the general public should be asked to attend.

Charles Hinds who has had charge of the laying of the salt water pipes in the city, applied for the position of pipe layer to the municipality. The application was referred to the water committee.

From the report of the street committee it was gathered that it had been decided to appropriate \$8 feet instead of 18 feet for the extension of Beach Drive; that the Poul Bay Road should be straightened and that the owners of property be asked to move their fences back to the line; that the debris on beach drive opposite Shoal Bay should be cleared away; and that in future bonds should be asked when tenders are invited for municipal work.

The members present were Reeve Henderson, and Councillors Colbert, McGregor, Newton, and Noble.

Yoss was a young man, only 22 or 23 years of age, and was very popular among his comrades, who are still mourning their loss.

IMPROVEMENT IN SHIPPING TRADE Prospects For Next Season Are Very Bright—Current Charter Rates.

The only grain charter of the week is that of the British steamer Janeta to load wheat at Portland or Tacoma for the United Kingdom, says the Commercial News of San Francisco. This makes the fourth tramp steamer fixed for grain this season, all being taken at 30s. The other three are the Taunton, Walkure and Earl of Douglas.

The British steamer Cape Finisterra, which is due at the Bremerton Navy Yard, Puget Sound, with coal from Norfolk within the next two weeks, has been chartered on time at £1,050 per month to freight coal from Comox, B. C., to Guaymas.

Owing to the low freights from the River Plate, steamers are leaving Argentine ports in ballast. Among the number is the British steamer Earl of Douglas, which is reported coming in ballast to the North Pacific to take a grain charter. For the same reason the British steamer Amberton, well known here, left Esquimalt in ballast last for Newcastle. At the latter port she will load coal for San Francisco, with the expectation of securing a grain cargo on this coast. Freight from the Plate are said to average only about 7s, the usual rates being from 15s to 16s.

Liverpool mail advices report nitrate rates a little firmer at 19s 6d to 20s. South Australia to United Kingdom, wheat, has been done at 21s 3d, option of South Africa 17s 6d; owners are generally holding out for an advance in the Australian grain rates. Newcastle, N. S. W., to San Francisco, steam, has been done at 14s.

Coal from Comox to Guaymas has been done on time charter at £1,050. In lumber chartering, Grays Harbor or Puget Sound to Callao, has been done at 38s 8d, a steady figure, and Puget Sound, Portland or Willapa to a direct port West Coast at 40s; same loading ports to Sydney 31s.

Offshore rates are quoted approximately as follows: Lumber from Puget Sound or British Columbia to Sydney, 30s; to Melbourne or Adelaide, 35s; Port Pirie, 35s; to Fremantle, 37s 6d; to Callao, 38s 8d; direct nitrate ports, 27s 6d; Valparaiso for orders, 40s@42s 6d; 2s 6d less to a direct port; to U. K. or Continent, 60s; Guaymas, \$5.00; Sania Rosalia, \$5.00; Honolulu, \$5.00.

The Shipowners Association reports current rates of up freight on cement from San Francisco to Columbia River or Puget Sound ports, \$1.50 per ton, ship's tackle, limited liability to sacks lost overboard or damaged by water, no allowance for broken or torn sacks.

The United States government has chartered four large carriers for coal from the Atlantic range to Honolulu at about 12s 8d, with the option of Manila at 10s 8d, September-October loading. More vessels are wanted for this business.

Steamship companies engaged in the trans-Pacific trade report that the outlook for general freight traffic is steadily improving, and it is expected that the latter half of the year will be much more active than the first has been. The increase in American trade as a whole is felt to a great extent by the shipping firms, and ships outward and inward are far better filled than they have been for some time past.

This improvement will not in all cases bring the lines to a paying basis for the year 1909, because the meager results of operations of the first six months will offset the advance gained in the latter half, and it is probable that the year will be a time of neither gain nor loss, the good half being balanced by the bad.

Next year, although too far away to enable a certain forecast to be made, promises to be a prosperous one in both freight and passenger departments, because by that time the country's commercial activity will have been fully resumed.

Weddell, Turner & Co's Australasian freight report dated London, August 10th, says: South Australia—Several sailing ships fixed for new season's wheat to U. K.—Continent at 22s to 23s 6d. Victoria—Market quiet. New South Wales and Newcastle—Steamer fixed for 3 months' time charter at 2s 6d per ton, better than Newcastle, redelivery Manila. (Sail) Iquique done at 16s 6d; direct nitrate port, 15s; Antofagasta, 15s 7 1/2d; Valparaiso, 16s 3d.

The reports of financial aid received were most encouraging. A message was received from Mayor Hall promising assistance from the city council to the amount of \$500. The ladies are energetically canvassing the city for more funds.

WILL EXAMINE OHIO WRECK

MARINE UNDERWRITERS' AGENTS GONE NORTH

Salvor Should Reach Site To-morrow Morning.

Seattle, Aug. 31.—The Canadian wrecking tug Salvor is expected to reach the wrecked steamer Ohio to-morrow morning and word is expected by wireless shortly afterward as to the practicability of raising the vessel. Lloyd's carried all the insurance on the steamer. The cargo was covered by San Francisco underwriters. The surveys of the divers who will examine the hull of the Ohio will be supervised by Capt. Fowler and Capt. Gibbs and they will make the decision as to whether an attempt to raise the vessel would be justified.

PUBLIC DISGRACE FOR JAPANESE DESERTERS

Sailor Marked and Chained to Stanchion of Steamer's Main Deck.

With the stamp of deserter stained on his forehead, his hair cropped close and his eyes staring at the stanchion of the main deck, where all could see him, M. Nagae, a sailor of the Japanese steamer Yawata Maru, who came ashore without permission, but returned to the vessel voluntarily, was publicly humiliated by the officers of the steamer, says the Portland Telegram.

It is a method adopted by Captain Sakura, master of the steamer, for disciplining the little brown men under his command. The letters spelling the word deserter stamped on his brow are Japanese characters, and will remain a month before they can be erased. During the voyage Nagae was in mental agony on account of the great disgrace which has befallen him.

Notwithstanding the humiliation to which Nagae is being subjected, two more of the sailors deserted from the Yawata Maru.

WIRELESS HOUSE PLACED ON ROYAL

C.P.R. Steamer Will Be Fully Equipped When She Goes North.

Shortly after the steamer Princess Royal arrived from the North on Tuesday, the new wireless house was hoisted aboard and L. H. Pike and Z. A. Zimmerman started the work of installing the apparatus for the United Wireless Company. Everything will be in readiness by the time the steamer goes for the North on Friday next.

J. R. Girard is to have charge of the instruments on the steamer. He was to have gone North on the Ohio, and had all his baggage aboard. Half an hour before the vessel left, however, a change was made, and Eccles, instead of Girard, was to have been last trip, and that Girard would be able to take the vessel on his return.

The new instrument is of two kilowatt power, nominally the same as the instruments being installed by the Marconi Company for the Dominion government on their new stations and at Gonzales Hill and Pachena.

The Royal on its charge of Captain Robertson, Captain Hughes being indisposed. She brought 212 passengers from Skagway and other points, a number of them being round-trippers. The party was headed by Dr. Young and party were among the passengers. This is the first trip for some time when the weather has been good in the northern waters. The nights were delightful, the full moon making them almost as clear as the day.

Dr. Spencer, superintendent of local option for British Columbia, has been elected a vice president of the International Prohibition Confederation which assembled for International Congress in London, Eng., last month and of every civilized country now amalgamated for the purpose of temperance reform and the dissemination of reliable information.

The funeral of the late Joseph Gohard, the infant son of Mr. and Mrs. Charles Fuller took place Tuesday at 11 o'clock from the Hanna chapel, Yates street. Rev. W. Leslie Clay officiated.

The remains of the late Charles T. Gennemeth were laid to rest in Ross bay cemetery on Tuesday. The funeral took place at 2:30 o'clock from the Hanna parlors where the Rev. Leslie Clay conducted an impressive service.

In response to a telegram from the Natural History Society's secretary, the chairman of the reception committee, F. Napier Denison, has received a reply from the secretary of the British Association, Winnipeg, stating that the number of members to arrive will be to the amount of \$500. The ladies are energetically canvassing the city for those coming has been making.

ATTEMPT TO Watchman Receives Wound

Mineral City, wreck the Cle passenger train and Canal Droy day by Watchman in a dying con following his br

Mace came of who were laying a revolver duel, shot one of the another man, re cause his death, Section hands, by the shooting and to hand er dits, two of the men. An attempt identify the dead

Seattle, Wash. o'clock until 2:30 wireless stations, telegraph service, spect for George operator on boat was wrecked, a while at his post

GIRL EXPIRE

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When the father place arranged a State building, he look strangers, misfortune that

"Just as her he could say, as pale little face of The girl's body lingham for burie

HARRIMAN Regarding

Arden, N. Y. A man, urged by of the press, who his mind was in, came out with a statement

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Munich advised nation by surgeon caution. This he carefully by Doct

and Dr. Lyle, and that they find new the advice that I should have many people am trying to do.

"This covers of the re to be accomplished here, but now I lance of the opera withdrawn, not so my family on my being and going of interest in my press and by frie but if there was a serious, I will let as I have never of that the press n representatives from the newspaper word, returned to

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CONDUCT Nainaimo, Aug. droyed as a Con Logging Company Bay, met with a while at work, r under amputatio fore taken to the ho