Steamer Triclor Is Total Loss

Piled up on Rocks Near Mendocino Cape Lightnouse—Abandoned by Crew.

Stanley Dollar Arrives With 421 Japanese—Reshipped at William Head.

(From Thursday's Daily.)

Further advices received yesterday show that the fine Norwegian steamer Tri-color, Captain Wold, is a total loss on the rocks half a mile distant from the lighthouse on Cape Mendocino, where she went ashore during a fog on Monday night, as related in these columns. The Tri-color was en route to San Francisco with 5,800 tons of coal from Ladysmith on account of the Wellington Colliery Company, to whom the steamer was chartered. Captain Herman Wold, master of the steamer, and his crew of 26 men have abandoned the wreck, and have arrived at Eureka, California, on board a tug which went to the assistance of the wrecked collier.

Captain Wold states that he lost his reckoning, and believed the ship safe up to the time she struck the rocks. The steamer lies broadside on the beach among the rocks. Her value is estimated at $200,000.

On the headland close to the wreck is a first class light, but no steam fog whistle. On the new lightship on Burnt Reef, four miles off the cape, are two lights and a fog whistle. The danger is amply marked but the currents are treacherous and the Tri-color is a new ship on the coast, and her captain, B. Wold, has not been long on the run.

When the news of the wreck reached Eureka the tug Ranger was sent to the vessel's assistance with a life saving crew. The vessel was found lying half a mile above the lighthouse hard fast on the rocks. With the approach of morning those on the vessel busied themselves in seeking a safer place. The coast opposite the helpless vessel is jagged and abrupt, which made landing there out of the question. The blowing of the fog whistle on the lightship, four or five miles distant, could plainly be heard, and those on shore observed that it had been decided to make an attempt to reach the lightship. Three boats were lowered and as nearly as could be judged nearly thirty persons entered them. The lightship is stationed southwest of there, and when last seen the boats were headed in that direction. At that hour, which was about 11 o'clock, there was no tug or any other vessel in sight. The ship lies well out of the water and heavy seas are breaking over her.

The Tri-color is a new steamer of 2,498 tons, only built last year at Newcastle, England. She came here six months ago after a brief service between New York and China. She was 350 feet long and of 3,850 tons burden. She was owned by W. Wilhelmsen, one of the largest shipowning firms in Norway.

BROUGHT MANY COOLIES.

Stanley Dollar Reached William Head Yesterday From Honolulu.

Steamer Stanley Dollar, Captain Bruce, arrived at William Head quarantine station yesterday morning eleven days from Honolulu, with 421 Japanese coolies on board, embarked at Honolulu for an American port. The Stanley Dollar is a British steamer registered at the port of Victoria, B. C., and therefore cannot carry the Japanese between two United States ports. She accordingly brought the coolies to William Head and the steamer Rosalie was sent from the Sound, being expected early this morning, to take the Japanese to Tacoma en route to Mesopota, it is stated, to work for the Northern Pacific railway. Captain Bruce came to Victoria to enter and clear his vessel. He says the trip was an uneventful one, nothing of interest occurring on board the vessel. None of the 421 Japanese are to be landed in British Columbia, all being en route to the United States.

Before leaving Honolulu the steamer had considerable trouble, being delayed for several weeks through the refusal of the collector of customs to grant a clearance, and by litigation arising out of suits brought by the Japanese who bought tickets, as well as police court proceedings brought against the captain and Mr. Stanley Dollar, owner, charged with having cheated the Japanese by selling to them tickets to an American port when the steamer was bound to Victoria. These suits were dismissed and bonds of $36,000 given for the libel suits. The clearance was given on July 15, after an inspection by Captain Birmingham. After the steamer Rosalie has taken the cargo of Japanese from the steamer she will proceed to Ladysmith to load bunker coal.

CUT FLOUR RATES.

Reduction Made on Oriental Liners Because of Australian Competition.

Commencing August 15, steamships of the regular lines operating from Puget Sound ports and the Orient will carry flour at a reduction of $1 a ton on the freight rate. At present the rate is $5 a ton, but from the date named the charge will be $4.

Cheap rates offered by tramp steamers and the competition offered in the markets of the Orient by Australian flour are the reasons given for the reduction, which will remain in effect for the balance of this year at least, and possibly longer if the big transportation companies think that conditions make such a course inoperative.

The reduced rate was announced yesterday and is the result of several conferences between the steamship company officers and men engaged in the flour business. For some time past the big milling companies of this country have realized that Australian flour was becoming a serious competitor for the business in that commodity offered in the Orient, and they have finally been driven to seek the assistance of the transportation companies for relief.

THE INJURED DAKOTA.

Cargo Must Be Discharged and Will Be Taken by the Minnesota.

The injuries sustained by the steamer Dakota were to her port tail shaft. She was 36 hours out and 60 miles past Flattery when the attention of the engineroom crew then on watch was attracted by a grinding noise which came from the tubing which encases the port tailshaft. An investigation showed that the bearings were heating and that the brass casing of the shaft was cutting badly. It was impossible to discover just how bad the injury was, and Capt. Francke, master of the Dakota, decided after a consultation with his officers to put back to Seattle.

The cargo of the steamer has been removed and the steamer Minnesota will sail in her stead, instead of waiting until August 10th. The reshipment of cargo will necessitate the moving of the steamers Lyo Maru and Edith. Repairs will be made at Bremerton naval yard. The task before the stevedore, if the Minnesota is prepared immediately for sea, will be most severe. Part of the Minnesota's cargo has been received and more of it is on the way. It is still undecided whether the Minnesota will load much beyond the Dakota's cargo. The question of getting it aboard by the time she is fully coaled will probably decide this question. The Great Northern Steamship Company has permission from the navy department to dock its vessels at the Puget Sound navy yard. The dock is clear now, and this will make it possible to send the Dakota there immediately after Superintendent Lacey has made an investigation. He will have the port engines turned over to watch the working of the shaft, and from this observation it may be possible to form an estimate of the time needed for the repairs.

There is now an extra shaft here that could be fitted into the Dakota at once, if it developed the accident is to the shaft rather than to the bearings or sleeve. In any event, it will be necessary to cancel one sailing date and probably to rearrange the joint schedule prepared with the Boston Steamship Company.

RIVER STEAMERS RACE.

Interesting Contest on the Yukon Told of by Mining Engineers.

When the mining engineers who returned by the steamer Princess Beatrice were coming up the Yukon from Dawson they were in two parties, half on the steamer Whitehorse, half on the steamer Dawson, and Mr. Dwight, one of the party, tells of an interesting steamboat race. He said:

"The steamboats pulled out of Dawson together about 1 a.m. on Sunday, July 15, amidst the cheering of the crowds on shore. No effort at speeding was made until the next day, when several 'brushes' occurred. However, the exciting part had yet to come. Frequent stops were made at landings for wood, and now one boat led and then the other. All this seemed tame until about midnight, when the passengers who had retired were awakened by the vibration of the Whitehorse. It was evident there was something doing! The steamer fairly shook from stem to stern as she plowed forward against the current. We heard excited voices and presently we realized that a real race had begun. Well, nearly everybody got up to see the fun. Here they were, both boats almost neck-and-neck, speeding up the Yukon. The passengers thronged the decks and encouraged the respective crews. It was anybody's race for an hour, as the two boats with full steam on, threaded their way to the winding river. Now we led; then the Dawson set the pace. The first engineer of our boat was awakened by the commotion. When he got on deck and took in the situation, he must have given orders, for soon the Whitehorse increased her speed. There was talk afterward of her safety-valve having been tied down, but I don't believe it. The stokers worked like demons, piling in the cordwood. They were out for blood, and hurled defiance at their rival. However, the Whitehorse finally secured the lead amid cheering, and maintained it for the rest of this night. The comfortables were delighted, and applauded very heartily. Later we learned the Dawson had to tie up for half an hour to effect slight repairs. Next day the boats had several 'brushes,' but Sonora was left behind. divided. It was an experience we shall never forget—our steamboat race on the Yukon."

NEWS NOTES OF THE DOMINION

Well Known C.P.R. Official Undergoes a Critical Operation—Winnipeg Wirings.

Montreal, July 25.—An operation was performed on George Ham of the C.P.R. this morning for appendicitis, and at noon the doctors said he had come through the ordeal all right. His condition this afternoon is reported satisfactory.

Brockville, July 25.—Major J. Walsh, first governor of the Yukon, died shortly before noon today. About a week ago the extreme heat brought on a sudden attack of heart failure. Yesterday he made a splendid rally, but towards evening was seized with another bad spell, from which he never rallied. He was 62 years of age.

Municipal Convention

Winnipeg, July 25.—The session of the municipal convention opened this afternoon. The attendance of delegates is most representative of both East and West. The address of welcome was delivered by Mayor Sharpe of Winnipeg, and was replied to by Acting Mayor Coutoure of Montreal, both of whom outlined high ideals for civic good in their remarks. Mayor Urquhart of Toronto also spoke at length. After an informal reception, the business session opened, and when the secretary-treasurer's report was read, Mayor Sharpe presented an able paper on day labor, dealing with the subject in all its phases. A protracted discussion followed, in which opinions differed greatly. The convention promises to be most beneficial.

Crop Reports

Never in the history of the country have the crop reports from all sections been so uniformly favorable.

J. C. Eaton, in his great Packard racer, won the five-mile auto race at Industrial, handily covering the distance in a fraction over eight minutes. No competitor even challenged him for place.

Dishonest Conductor

Moosejaw, July 26.—Conductor S. D. McMicken, of the C. P. R., was prosecuted before a magistrate here yesterday on a charge of theft of $3 in fares. He was fined $30 and $10 costs, or imprisonment for one month.

Forty-six delegates, in charge of the Montreal members, arrived in the city this morning to attend the union of Canadian municipalities convention. Mayor Sharp, the aldermen and a concourse of citizens welcomed them, and, escorted in carriages, they went to the city hall to grow better acquainted. The programme of papers started this afternoon.

Dr. PRICE'S CREAM BAKING POWDER

helps housekeepers more than any other article in the household. Its use protects the health of the children.

STAR MINING CO.'S CASE.

Celebrated Case Re-opened Before Chief Justice at Nelson.

Nelson, July 26.—The celebrated lateral rights case of the Star Mining Company vs. the Byron White Company, both of Sandon, was re-opened here today before Chief Justice Hunter, and will last all week. The first trial was in February, 1904, when an adjournment was had on the end of three weeks' sitting to allow of further experimental work being done to satisfy the court which of the expert contentions advanced was correct. The work has since been done, and the present sitting is to hear new evidence and counsels' argument on the whole case. E. P. Davis and E. V. Bodwell represent the plaintiffs and defendants, respectively. The defendants' witnesses were in the box all day. The experts will adhere to their original testimony before the new work was ordered.

The Supreme Court special sitting ended here yesterday, and Mr. Justice Irving has left for the Coast. No judgment has as yet been rendered in the case of the West Kootenay Power & Light Company vs. the City of Nelson, over the erection of a municipal power plant. The case is likely to be appealed in any event. In the Providence case, decision has been given against the Greenwood and Chicago men, headed by M. F. Madden, of Madden Bros. of Chicago, who have now the control. Mr. Madden states that he is now going right ahead in the purchase of new machinery, and the immediate development of the mine on a larger scale.

Next Tuesday Chief Justice Hunter will be here and try the case of the Silver Star vs. John M. Harris of Spokane. The case is likely to last until near the end of the week.

Will Appeal Case

Mr. Justice Irving won golden opinions here through his courtesy. Joseph Martin, K. C., says that the Providence case will be appealed.

The leasing method of mining is producing good results at Sandon. A strike is reported of a good quality of ore, and a strike of carbonates and galena is also recorded as having been made upon the Mountain Con. The management of that mine declare that they will have to hustle to ship out, with their present facilities, all the ore this year which is now in sight.

The strike reported a few weeks since on the Lone Bachelor, also in the Slocan, has been followed up, and further good ore has been encountered. A shipment is almost ready for the first discovery.

The Nelson four oar crew which is to compete at Portland regatta leave this morning for Portland via Spokane. They are confident of winning, but are light, the four only aggregating 532 pounds.

NAVIGATES A WARSHIP.

Captain Otto Buckholtz Will Go North on German Warship Falke.

Capt. Buckholtz, of this port, has been engaged to act as pilot on board the German cruiser Falke during her five weeks' cruise in northern waters. The navigating lieutenant was quite equal to the task of bringing the ship at full speed through the narrows at Vancouver at 11 o'clock at night, but he was not sufficiently familiar with the treacherous currents and rocks of the inside passage to undertake the task of sailing the vessel out that way. It may be mentioned that warships never take pilots if they can possibly avoid it, and this for obvious reasons.

2,500 WORKERS STRIKE.

Lodz, July 26.—Two thousand five hundred men in the Geyers cotton mills struck today because their foreman was discharged. The strikers are threatening to destroy the mill. They made a demonstration, but were dispersed by Cossacks, who arrested two hundred.

SONG OF MINING ENGINEERS

On Their Trip Through British Columbia, Alaska and Yukon.

It was upon a summer's day we started for to go
Unto the land of placer gold and everlasting snow;
And a more illustrious company will never be again
Packed into the interstices of a Pullman special train!

Chorus.

Then lift your glasses high, boys, and drink with rousing cheers;
Here's a health unto our noble selves, and to our lovely dears!
For, take us by, and take us large, the world it has no peers
Of our American Institute of Mining Engineers.

And there was lordly Theodore, who put us in our bunks,
And there was meek and gentle Vaughn, who sat upon our trunks;
And there was Captain Robert Hunt, who, when he spoke at length
Showed little elongation, but a lot of tensile strength.

And there was Dr. Raymond, always loaded with a speech
(He has retired from practicing, but still makes out to preach!)
And under his black capsule he hides many ancient jokes
To fire upon oc-ca-si-on at unsuspecting folks.

And rosy Joey Struthers, with an organ of his own,
Exceeding rich in power and pitch, though somewhat bare-o'-tone!
And Major Chas. E. Lydecker, whose gallant heart could boast
A most consuming appetite for lady-birds on toast!
And there was Admiral Kafer, a sailor of the sea—

Now, shiver my tarry toplights, but I heart of oak had he!
And there was another heart of oak for his to lean upon,
The heart, I mean, that could be seen in the face of Capt. John.

There was Maj.-Gen. Roe, sir, who can both sing and shoot,
And there was Charley Goodale, oh, I tell you, he's a Butte!
And Brunton, too, of Denver, who, no matter where he is,
Keeps one keen eye on scenery, and the other one on "biz."

And there was Cook and Fackenthal, who, when they both were young,
Surmounted many a scaffold, without ever getting hung.
You would not think to see them now, in their vacation rigs,
That when at home they spend their time in taking care of pigs.

And there was little Lilly—I can't say more than that!
And there was Levi Holbrook, in his most astounding hat;
And Cogswell, whose Solvay-ti-on is 'most as good as sure,
Because the product of his works is absolutely pure.

And over from the caves of Banff there came bold Mr. Ayers,
A'leaving of the other man to fight the grizzly bears;
And Campbell came from Carlton, away from dynamite,
Rejoiced to find a place at last where men can sleep at night.

Our bill of fare, I must declare, has been uncommon good,
If any man could eat it all, I think that Walter "Wood"!
And it would wake the prophets — and make them glad, in truth,
If they could see J. P. Pardee renewing of his youth!

And there was stately D'Invilliers, the carboniferous sage,
A'bathing his soul in lignite coal of past-Cretaceous age;
And Ford, who turned to steel no more, repenting of his sins,
And two big bugs in wholesale drugs—the alka-Lyman twins!

But time would fail me to detail each most illustrious name
That figured in our traveling list and glorified the same.
Assuredly, they seemed to be, with all their tricks and capers,
The luridest lot that ever got into the daily papers!

And with them came the ladies, who so kindly condescend
With beaming smiles and winning wiles, and kodaks without end,
And brief remark to spouse or spark, wherever we may roam,
To make us feel the sweet delight and discipline of home!

DR. RAYMOND, Author.

July, 1905.

Fair Canadians Viewing Country

"Houseparty" of One Hundred and Sixteen Ladies Visits Victoria.

Second Section Will Land Here Today—Well Pleased With City.

An interesting personality is that of Mrs. Cuthbert, one of whose famous house-party tours arrived in Victoria yesterday, and interesting, too, is her object and those she has under her charge.

"Toronto was our central point of departure, of course," said Mrs. Cuthbert last evening to a Colonist reporter at the Dominion hotel, "but we have at least a carload from Montreal and other points. We left Toronto on Thursday, the 6th of this month, and our route so far has been via Detroit, Chicago, Denver, Colorado Springs, Manitou, Greenwood, Salt Lake City, San Bernardino, Redlands, Riverside, Los Angeles, Santa Barbara, San Francisco, Mt. Shasta, Portland, Seattle, and here we are at Victoria, from which place we return East via the Canadian Pacific railway through the Rockies, reaching Toronto on the 4th of August.

"A long trip? Well, yes, but we have enjoyed it immensely so far."

"How many are you in your party, Mrs. Cuthbert?" asked the reporter.

"Well, there are 116 of us in this section, and about 100 are coming in here tomorrow. We travel by our own special train, and that, you know, makes all the difference in sight-seeing. Our train is complete, and consists of four sleepers, a day coach, dining car and baggage car. Thus we have no trouble about our meals or about our luggage. We simply live on the train. This is only the second time we have been off it since we started. We have a staff of five waiters, a steward, four cooks and four porters, and a most excellent train crew. I am going to ask for the same men again on our next trip.

"Our train parties are most homelike," went on Mrs. Cuthbert. "We all get along excellently, young and old. A fertile source of irritation in ordinary traveling is getting your meals, where you all stand round like hungry wolves, waiting to grab the next place at the table. We have completely done away with all that. Every person has their own set of seats, one facing the other, and they are alternated, thus eating first one day, second on the next day and so on. They are called to meals by a bugle."

"How long do you stay in Victoria, Mrs. Cuthbert?" asked the scribe.

"I am sorry to say we must leave in the morning. Tomorrow being Wednesday, there is no mid-day boat, so we have no choice, but we will try and stay longer next time. It is too bad, for my people are delighted with your town and the scenery round it. Some of my best people are stopping at the Dominion, and were only telling me just now how much they liked the hotel and the pretty grounds outside. Mr. Jones has made them very comfortable.

"All our part are Canadians," continued Mrs. Cuthbert. "This is the first Canadian party that has ever started in this way. Our real object, you know, is to graduate them in a knowledge of Canada and this continent. All the young folks who have come out here this year will take in the Eastern provinces and states next year.

"Our house-party is always selected carefully, not by haphazard advertising, and all are well taken care of. We have some very prominent Ontario people with us on this occasion. Mrs. Kemp and Miss Hazel Kemp, for example, of Castle Frank, Rosedale, Toronto; and the Barnes family, of Barnesdale Vineyards—the largest in Canada—near St. Catharines, Ont. There is also one party from Ottawa with Dr. Kennedy, LL.B., M.A., and also a Mrs. Jakes and his sister, Miss Jones. The latter lady is over 80 years old, and quite as active as the youngest of us. She has been up Pike's Peak, rode on a burro down Cheyenne canon, and went bathing in Salt Lake and also in the ocean.

"Other well known Eastern people with us are Mr. and Mrs. T. J. Abney Bird, of Montreal; Rev. H. W. and Mrs. Crews, of Hamilton, Ont.; Mr. C. K. Fraser, registrar of the High Court of Justice, Brockville, Ont., and a number of others."

Mrs. Cuthbert has another house-party scheduled to be in Victoria at the end of August, but is not sure whether she will be with it. The house-party leaves on this morning's boat.

Tampered With Witness

(Continued from Page One.)

Curran, M. D. Connolly and Agnes Newman. George D. Collins and Charlotta E. Newman also signed the record, which was recorded at the request of Father Connolly.

Was Best Man

Thos. E. Curran, attorney-at-law, of San Francisco, who was groomsman at the wedding of G. D. Collins and Charlotta Collins, said he had known Collins for 23 years, and was a witness at the marriage of Collins and Charlotta Collins on May 15th, 1889. He identified the certificate which he signed as a witness. On the day of the wedding Collins called at his office and asked him to act as witness, as the man who had promised to do so had disappointed him. He demurred, but afterwards consented, and went to the residence on Octavia street with Collins. There he was introduced to Charlotta E. and Agnes E. Newman by Collins and all four went to St. John's church on Eddy street, of which Rev. Father Connolly is pastor. The reverend gentleman performed the ceremony, which made Collins and Charlotta Newman man and wife. Witness was groomsman and a witness to the marriage. Agnes E. Newman acted as bridesmaid. After the wedding they returned to the Octavia street residence and remained half an hour, when Collins said he had an important engagement, and witness and he went to the city together. That night he attended the wedding dinner. Since the wedding he had not seen Collins and wife often. After the ceremony at the church they were introduced by Father Connolly to Archbishop Riordan, who presented them with prayer books. In cross-examination accused asked a number of questions bearing upon the "so-called marriage," but nothing further was elicited.

His Brother-in-Law

William Newman, brother of Mrs. Charlotta Collins and Agnes Newman, deceased, a driver of the San Francisco fire department, said he had known Collins for twenty years. His sister Charlotta is Mrs. George D. Collins.

Collins objected to this statement.

Continuing, witness said he was present at the wedding, and often visited Collins and his sister subsequent to their wedding, on which occasions the accused now in court always acknowledged Charlotta Collins as his wife. The ceremony was performed at St. John the Baptist's Roman Catholic church on Eddy street, San Francisco, by Rev. Father Connolly, priest of that church. Others than the principals present at the wedding were his sisters, Agnes, Florence and Dolly, his mother and father, himself and Thomas E. Curran, the previous witness. After the ceremony the party returned to the residence on Octavia street, where a wedding dinner was served that night. Collins and his sister always lived as man and wife, and there were three children as issue of that marriage.

This was also objected to by Collins, who raised constant objections.

Continuing, William Newman said his sister, Collins' wife, and her three children were at present living at his house, and were supported by him. He had to support Collins' wife and children as Collins would not do so. They have now no support but witness.

In cross-examination, Collins asked him if he had not actively participated in all the proceedings and persecutions; if he had not gone before the grand jury and attended sessions of court, to which witness replied affirmatively. In response to questions by accused, he said his sister Agnes had gone to the residence of his sister Charlotta, provided by Collins, two days after the wedding, and had lived with her sister, who was Collins' wife, until her death. She had been buried by Collins without consent of anyone but himself. He, his father, mother and sisters had attended the funeral. He had some trouble over money matters with his sister Agnes, and had not spoken to her for over a year.

On California Law

R. V. Whiting, assistant district attorney of San Francisco, gave evidence as to the laws of California bearing upon the case. He was asked regarding the jurisdiction of the California court, and Collins objected vigorously, taking exception to this method of proving the court's jurisdiction. He argued at much length that the proper way was by production of the written law. The objection was overruled, and the witness read extracts from the laws of California covering the matter of jurisdiction.

An adjournment was then taken, and the court resumed its sitting at 4 p. m. Mr. Whiting then stated that the affidavit made by Collins in verification of his answer in the maintenance suit, upon which the perjury charge is based, is required by the laws of California, and is material to the issue. He was proceeding to recite the law of California regarding perjury when the court adjourned.

Then Mr. Helmcken applied for further liberty for his client, with the result, as stated above, that Collins was charged by the prosecution with tampering with witness, and the application for further liberty was denied.

WOULD GIVE HOME TO MANY SETTLERS

Said Senator Avery From Missouri If Resources Were Better Known.

Senator A. H. Avery of St. Louis, who is staying at the residence of his brother-in-law, Mr. A. B. Ellis, of this city, was interviewed today by a Colonist reporter. The senator is here merely on a visit of pleasure. It is his first journey across the Rocky mountains, and traveling by the Canadian Pacific he stayed a day at Banff and Vancouver, and is very much impressed and delighted with what he has seen of British Columbia. He describes the scenery as the grandest he ever saw. As regards Vancouver Island, said the senator, I am very much surprised to find it so productive in grain, wheat, oats and grass, as well as in fruit, I thought we fed you from the Mississippi valley. It is strange that so little is known of Vancouver Island down in the States generally. When your land is cleared and under cultivation you will be feeding the world instead of the world feeding you. With a little energy and advertisement on your part the quantities of young men leaving the congested States, such as Iowa, Illinois and Missouri, as well as the continual influx from the Eastern States where they are leaving by the thousand for the Dakotas and Indian territories, where land is cheaper, might easily be induced to invest their money here in the West. Speaking of what I know I may say that from my own country there has been invested in Canada in the last two years hundreds of thousands of dollars in the cheaper lands of Alberta, and I think that of these a large proportion would have preferred to come here had the advantages of British Columbia been known to them. You have a much better soil than Alberta, and your climate is infinitely better. A gentleman whom I met in Alberta, who resides between Calgary and Medicine Hat, assured me that all the lands in his district had been bought out by Americans at from $10, for unbroken land, to $20 for land already broken, and that there was not a single old resident left in his school district.

Judge William H. Biggs, who for four years was on the appellate bench of Missouri, and retired two years ago, has organized a Canada colonising company and has taken up and bought in Canada in the province of Alberta a large acreage of land, several hundred thousand acres, and the judge is there now, together with a great number of men from Missouri. They have stocked it with herds of cattle and sheep and are simply carried away with the country and the prospects it offers for making money.

The influx of Americans into Canada is attaining gigantic proportions year by year, the feeling between the two countries is rapidly deepening and widening as distinctions and differences dissolve by natural degrees into a mutual fusion of ideas and sentiments, merging at length into a bond of national brotherhood; and as the children of the present generation are flocking into the generous and kindly arms of the sister state, so the mothers, fathers and relatives they have behind them under the stars and stripes, equally conceive by reversion these same sentiments, born of community interests and unity of ideas, which are destined to bear great fruit in that not far distant time seen even "but through a glass darkly," but with which we shall be one day face to face, when community of sentiment and common interests shall demand a common control.

FORTUNE FOR A FLEA.

Baron Rothschild Offers $15,000 for a Certain Specimen.

Chicago Journal.

Jimmy Click has departed for the heart of Africa on a strange mission. Jimmie is a veteran animal catcher for menageries and knows the African jungles. But this time he is not after any roaring lions or stealthy tigers or sky-scraping giraffes. Jimmy has gone to Africa to catch a flea.

Baron Rothschild, the London multimillionaire, has a peculiar fad. He has the greatest collection of fleas in the world. He has spent immense sums in acquiring it, but it is not yet quite complete. There is still one stray flea and Rothschild will not be happy till he gets it.

We envy the rich, yet this multimillionaire is longing for one flea that, with all his money, he has been unable heretofore to buy.

Scientists have searched the world over for it. An expedition went to Alaska seeking it. And now Jimmie Click has gone to rake the jungles around Lake Tanganyika with a fine-tooth comb. The rare and elusive flea is known as the "simmy." Fifteen thousand dollars is the price Rothschild has offered for it.

The difficulty of catching a flea is proverbial. But the sending of an expedition to the Arctic and Africa in search of it is something new. Generally there is no objection to a flea's staying lost.

But Rothschild has money enough to excuse any peculiar fads and fancies he may entertain. No one will object to his harmless occupation of catching fleas. Many might even be willing to dispose of some to him at bargain-counter prices.

Here is a man with money, rank, education — all the elements commonly supposed to constitute happiness. He has all that the ordinary human mind can conceive as necessary to content. But he is pining for want of a flea.

Surely there is no such thing as content in the world.

MR. COLLINS' STATEMENT

Of the Accusation Made That He Tampered With a Witness.

Mr. George D. Collins, in an interview given last night to a Colonist reporter, said he will demand this morning that the charge of tampering with a witness made against him in court before Judge Lampman yesterday be investigated. He said the facts of the matter were as follows: When leaving the dining room at the Driard hotel on Tuesday evening, he saw A. J. Henry, the San Francisco notary, whom he knew, Henry having done much work for him at different times. He spoke to Henry and said: "That was very good evidence you gave today; will you give it to me in a statement?" Henry said: "All right, if you'll draw up the statement." Mr. Collins then went to the stenographer in the Driard hotel corridor and dictated a precis of the evidence given by Henry before the court. He handed the statement to Mr. Henry, who looked it over, and then handed it to Mr. Thomas E. Curran, attorney, another witness who came from San Francisco. Henry said to Curran: "That seems to be all right." Curran said he thought the words, "And I identify the signature on the affidavit as that of George D. Collins," should be added. The words were accordingly added. Mr. Collins then handed the statement to Mr. Henry to be signed. Mr. Henry demurred, stating he might lose his commission if he gave the statement. "What is wrong with it?" asked Mr. Collins. "Oh, it's all right," Mr. Henry replied, "but some steps might be taken to take away my commission or to refuse to recompense me for coming to Victoria if I give you the statement." "Oh, that's all right," said Mr. Collins, "if the statement is all right and a true statement of the evidence you gave, you'd better sign it."

Henry Demurred

Mr. Henry demurred further about signing the statement, and Mr. Collins, looking at his watch, said: "I've got an appointment at the legislative library to look over some authorities I want to present before Mr. Justice Duff at 8:30 p. m.; it is now 8:25; you'd better sign it if you want to." Mr. Henry then signed the statement and handed it to Mr. Collins, who then went to the library, taking the statement with him.

Yesterday morning Mr. Helmcken, his counsel, had come to him as he was sitting in the law library at the court house and said: "Did you get a statement from Mr. Henry on representation that Mr. Justice Duff wanted it?" Mr. Collins replied that he did not, but got a statement under the circumstances he already related. He was then told it was claimed he had secured a statement from Mr. Henry by representing that Mr. Justice Duff wanted it. Before that, about 5 o'clock yesterday morning, Mr. Thomas E. Curran had come to him and said: "I think Henry ought to get that statement back." "Why?" asked Mr. Collins; "has Henry asked for it?" Mr. Curran repeated: "I think he ought to get it back." However, Mr. Collins said, Henry had not asked that it be given back to him, and on the previous evening had said it contained nothing but the facts as given in evidence by him. Mr. Henry had then, though, asked Mr. Collins not to tell District Attorney Whiting or the prosecution that he had given the statement, as it might endanger Mr. Henry's notarial commission.

"These are the facts behind the charge made yesterday in court," said Mr. Collins, "and I contend that the matter be fully investigated. It is the same procedure the prosecution tried in San Francisco—to make all manner of charges in order to influence the public while the case is pending."

Mr. Higgins, for the prosecution, and Mr Henry, notary, were both waited upon by a Colonist reporter and asked if they would make a statement regarding the matter. Neither Mr. Higgins nor Mr. Henry, however, would say anything for publication.

This is from Public Opinion: By the death of Mr. John Hay, America has lost a statesman of exceptional parts, and the English-speaking world a staunch champion. Mr. Hay, whilst ambassador in London, made a host of friends, and came to understand and heartily the British people welcome any improvement in their relations with the great Republic. As foreign secretary he contributed in a considerable degree to the promotion of harmony and goodwill between the British and American governments. He realized that the United States, however much they might desire to remain outside the complications of international affairs, had, by the war with Spain, been brought definitely within the ring of great powers. So far as he was concerned, there was no flinching from the responsibility the change involved. His diplomatic action in China showed that he was equally resourceful and clear-headed in his views on foreign affairs, and at the moment of his death his President had taken the lead in a courageous movement in bringing Japanese and Russian representatives together to discuss peace. None would have been more keenly interested in that event than Mr. Hay himself.

SEIZURE OF THE AGNES DONAHOE

British Government Considering Despatch of War Ship to Uruguay.

Washington, July 26.—Official advices reaching Washington fail to show any relief in the acute situation which has been developing for some time between the British and Uruguay governments over the imprisonment in Uruguay of the captain and crew of the Canadian sealing vessel Agnes Donahoe for alleged poaching.

Several months ago the British government laid before the American state department a full statement of its side of the case, and the American minister to Uruguay was instructed to use his offices to assist a settlement. The British government takes the ground that as the contract of the Uruguayan government, giving to a certain company the exclusive right to fish in certain waters, was a private contract and was not communicated to or recognized by any foreign government, the capture of a Canadian ship for fishing in these waters was illegal.

However, the Canadian captain remains in prison, and London is considering the advisability of sending a warship down the South American coast. This step, however, will be taken only when every diplomatic method has been tried to obtain the release of the prisoners.

The London government is not averse to a settlement of the matter by arbitration, but the Uruguayan government has thus far refused to arbitrate.

Traps Took Large Number of Fish

Many Thousands of Sockeyes Taken From Vancouver Island Coast Traps.

Owners on Sound Arrested for Fishing During Closed Season.

(From Wednesday's Daily.)

Yesterday the salmon began to run in earnest, and great catches were made in the traps situate in the vicinity of this city off the Vancouver Island coast. When the traps of Messrs. Todd and Munsie, who are operating the cannery at Esquimalt, were lifted 26,000 salmon were taken from the meshes of the traps, and at the two traps of the Capital City Canning & Packing Company great catches were made, the steam brail lifting 25,000 fish from the spillers of the traps. At the traps of Finlay, Durham & Brodie 16,000 fish were taken, and it is expected that when reports are received from the other traps it will be shown that large catches have been made in all of the thirteen traps now established off the Island coast, mostly in the vicinity of Otter and Sherringham points.

That the threats of the Sound trap owners to fish during prohibited hours were not idle is now made certain by the arrest of three of them down the Sound on Monday. The trap owners calculated the amount of the fines beforehand and then declared that it would be more profitable to take the fish and pay the penalty than to let the fish go. The injustice to other interests, of course, did not count with the men guilty of the depredations.

Reports received show an improvement in the run in the Fraser river. From the Sound word his been received that many fish are being taken from the traps and that there are many in the water.

Run on the Fraser

During the close season on Saturday afternoon and Sunday a large number of fish went by the traps, and big catches are reported from the Fraser. Their passage, unimpeded by nets, the sockeye salmon started up the main Fraser river for their spawning grounds on Saturday last in thousands. Whether the thirty-six hours' close season was sufficient to enable the fish to get above Mission bridge, beyond which no fishing is permitted, will be demonstrated four years hence.

In the North big runs are reported on Rivers' Inlet, where the canneries have nearly filled to their capacity. Fair runs are reported from the Skeena and Naas and on the Nimpkish bigger catches are being made than ever in the history of fishing on that river.

HIS POWERS CURTAILED.

Hamilton Spectator.

It seems that the duty of an auditor-general is now, not to ascertain that the people's money is properly spent, but simply to certify the fact that it is spent.

REINFORCING LINEVITCH.

St. Petersburg, July 25.—Reinforcements for General Linevitch are steadily being forwarded. The thirteenth army corps, the headquarters of which are at Smolensk, will leave for the front next week.

GENUINE GAS.

Toronto Globe.

That the Dominion Natural Gas Company is selling, not stock, but gas, is a hopeful suggestive circumstance. The company can sell it at forty-five cents per thousand. According to inquiries made at Montreal, our own gas company could profitably sell at this rate; but will it?

DIDN'T GET A BITE.

Toronto Star.

Mr. Osler must not suppose that everybody in Toronto of "low stature and scraggy appearance" is a foreigner. Some of them are returned fishermen from the northern wilds looking for barber shops.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office,

July 19 to 25, 1905.

The weather during this week has been continuously fine and warm throughout; the only rain reported was at Port Simpson during a thunderstorm. The average daily amount of bright sunshine recorded here was over 12 hours, and though the average highest daily temperature in this immediate vicinity was not much over 70, decidedly hotter weather was experienced in other portions of the Island more inland. On the Lower Mainland the average daily highest temperature was about 80, and in Kootenay the highest daily temperature was above 90, except upon one day. This steady hot spell was due to the barometric pressure remaining high over the northern portion of this province and low to the southward. These conditions caused a tendency for the winds to blow from the interior instead of off the cool waters of the Pacific. Immediately along the coast from Vancouver Island to California the weather has been foggy and cool. In the Territories and Manitoba the weather has been fair to moderately warm, with a few showers and thunderstorms.

Victoria—Total amount of bright sunshine recorded was 89 hours and 54 minutes; no rain; highest temperature 76 on the 22nd; lowest 52 on the 23rd.

Vancouver—No rain; highest temperature 83 on the 21st, 22nd and 23rd; lowest 49 on the 19th.

New Westminster—No rain; highest temperature 84 on the 19th; lowest 52 on the 19th.

Kamloops—No rain; highest temperature 96 on the 20th, 21st, 22nd and 23rd; lowest 54 on the 19th.

Barkerville—No rain; highest temperature 84 on the 20th; lowest 42 on the 19th.

Port Simpson—Rain .20 in.; highest temperature 74 on the 23rd; lowest 50 on the 19th, 20th, 22nd and 23rd.

Dawson—No rain; highest temperature 84 on the 20th; lowest 40 on the 19th.

TIDE TABLE.

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Victoria, B. C., July, 1905.

Date.	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
	h. m.	ft.	h. m.	ft.	h. m.	ft.	h. m.	ft.
1	....		0:16	5.5	8:36	1.1	.....	.....
2	....		0:45	5.7	9:12	0.6	.....	.....
3	....		1:16	5.7	9:45	0.4	18:42	7.2
4	....		1:49	5.7	10:26	0.4	18:45	7.4
5	....		2:26	5.4	11:10	0.6	19:02	7.5
6	....		3:12	7.9	11:53	1.1	19:30	7.6
7	....		0:33	6.5	4:13	7.8	12:37	1.7
8	....		1:51	5.9	5:32	6.5	13:22	2.5
9	....		3:06	5.1	7:35	5.8	14:08	3.5
10	....		4:16	4.2	9:35	5.4	14:55	4.5
11	....		5: