LOCAL NEWS.

(From Saturday's Daily.)

Commenced Building. — Work was commenced yesterday by Messrs. Smith & Elford, the contractors, on the two storey brick block to be erected for Rostein Bros. on Government street, opposite the post office. The undertaking will be completed with all possible despatch.

To Wed at Atlin.—Invitations have been issued for the forthcoming marriage at Atlin on July 7 next, of Miss Eva Miller, daughter of Munroe Miller, and a young lady with a host of friends in Victoria, to Charles R. Bourne. The ceremony is to occur in St. Martin's church.

Dawson Mail Service.—The inauguration of the summer mail service through to Dawson direct begins for this season with the next sailing of the Princess May, on June 2. During the winter season all mail is reduced strictly to first class or letter mail, newspapers are not to be carried and the parcel post is also suspended as far as the Yukon is concerned.

Canada Leads.—According to advices received by the steamer Tartar yesterday, the Canadian exhibit at the National exhibition has been awarded the highest prize for the general arrangement and excellency of the different samples shown. The award consists of a solid medal beautifully decorated in cloisonne, and was presented to the Honorable Sydney A. Fisher just before leaving for Canada on the 6th inst. The Osaka exhibition continues to attract great attention.

New Premises.—Sylvester Bros. will move into their new premises on Yates street about the middle of June. They expected to be in on the first of next month, but owing to the carpenters' strike, and the delay of the elevator which is coming from Toronto, they will not be able to do so. They are going to introduce all the up-to-date machinery that is required in their business, and when the place is fitted up, they feel confident they will be able to compete with any of the firms in the same business.

Yukon Fares Low.—Steamship companies operating to the Yukon are quoting through rates to the Klondike for the first time this year. The rate is $20 cheaper than ever before, and less than half what they were when the first through quotations were made several years ago, with the completion of the White Pass & Yukon railroad. The rates announced are $80 first class and $65 second class. This is for a continuous voyage of all water and land travel a distance of about 1,500 miles. Of the total distance the traveler has only 111 miles of land travel, and this by rail from Skagway to White Horse.

A Strike Effect.—That the strike affecting the operations of the Vancouver Island collieries is having a very injurious effect is shown in the announcement that the hulk Richard III., in tow of the tug Richard Holyoke, sailed yesterday for the Treadwell mine, Douglas Island, Alaska, carrying a cargo of 1,750 tons of King county, Wash., coal. R. Dunsmuir & Son operate the Richard III. That company has the contract for supplying the Treadwell with coal from the Comox and Ladysmith mines. But owing to the strike of the miners, Washington coal has to be taken. Unless there is a settlement of the strike Seattle will continue to supply the necessary fuel for Treadwell mine.

To Offset Esquimalt.—The United States government has taken important steps towards the fortifying of Puget Sound, for the purpose, so some of the Sound papers say, of offsetting Esquimalt. The United States secretary of the Navy has just created what will henceforth be known as Coast Defence District No. 1. It will include that part of the Pacific Coast between latitude 42 degrees north and the northern boundary. The commandant of the district will be the commandant of the Puget Sound navy yard, and in time of war the officer second in command will be the inspector of the Thirteenth Lighthouse district. Puget Sound is designated as the torpedo boat base of the defence district.

Teachers' Exams.—The programme for the forthcoming teachers' examinations is as follows: July 4, Saturday—British History, 9 to 11; English Grammar, 1 to 3. July 6, Monday—Arithmetic, 9 to 11:30; Trigonometry, 9 to 12; Composition, 1 to 3; Composition and Rhetoric, 1 to 3. July 7, Tuesday—Algebra, 9 to 12; Canadian History, 1 to 3. July 8, Wednesday—Geometry, 9 to 12; Geography, 1 to 3; Roman History, 3 to 4; English History, 3 to 4. July 9, Thursday—English Literature, 9 to 12; English Literature (Sr. Academic), 9 to 12:30; Bookkeeping, 1 to 2:30; Greek or French or German, 1 to 4; Greek or French or German (Sr. Academic), 1:30 to 4:30. July 10, Friday—Latin, 9 to 12; Physiology, 1 to 3; Botany, 1 to 3; Chemistry, 1 to 3. July 11, Saturday—Physical Science, [illegible] Reading, 1 to —.

Rush to Nome—Great crowds are leaving the Sound cities for Nome, and the steamship accommodation is entirely inadequate. Good reason exists to believe that the first sailing vessels will leave behind in the neighborhood of 1,000 persons desirous of transportation to the gold fields. Certainly there will be neither first class nor steerage accommodations left on the vessels now scheduled. Already some of the vessels contemplate sacrificing freight space to passenger room. On the larger Nome passenger carriers very few first class cabin berths remain unsold. Second class accommodations are in almost as great a demand. The vessels practically sold out are the Senator, the Roanoke, the Centennial, Oregon and Ohio. The same passenger fares are somewhat lower this year than before. They range from $90 and $40, second class, to $60 and $100, first class.

A Busy Authoress.—Victoria is getting a lot of excellent advertising in one way or another, but in none more effectively than through the persistency with which Miss Agnes Deans Cameron keeps contributing manuscript to the popular magazines of the continent. One can hardly pick up a monthly nowadays without running across something from the pen of the industrious principal of the South Park school. The "latest" is a story entitled "The Avatar of Jack Pemberton," appearing in the May number of the Pacific Monthly. Miss Cameron uses lots of local coloring in the plot, and makes one of the characters tell a charming love tale of a suppositious happening in the Far North to one who lived "before," according to the Theosophical re-incarnation theory. The story is illustrated with drawings by E. M. Murray, and is given a prominent place in the "ma[illegible]" of the magazine.

No Winter Travel.—The winter has passed and Behring sea and Yukon river steamer navigation is at hand again, with not a single person having arrived from Nome during the closed season of 1902-3. It is the first time since the discovery of the camp in 1898 that some one has not traveled out overland to tell of the winter news of the most interesting placer gold camp in Alaska. Heretofore two, three and four persons have come out each winter. Some would take the trail overland to Kotzmai or Iliamna, while others journeyed over the ice and snow of the Yukon's long and wandering course. But the last winter none attempted the hazardous feat. At least, no news of the coming of any one has been received by wire in advance, and it is safe to say that no one made the start.

Funeral Yesterday.—The funeral of Theophilus Tway took place yesterday afternoon from his late residence, No. 130 Fort street, at 2:30 p. m., where service was conducted by the Rev. J. P. Hicks, and at the grave. Appropriate hymns were sung at the residence. There was a large attendance of friends and many floral tributes. The following gentlemen acted as pall-bearers: J. H. Baker, J. J. Townsend, J. J. Fisher, A. Lee, G. S. Perkins and T. F. Oliver.

The Hotel.—It is unlikely that the hotel bylaw can be submitted to the ratepayers for judgment until the middle of June, though the council is anxious that no time should be lost in the matter. A meeting of the directors of the O. P. R. will be held on June 9, at which Sir Thomas Shaughnessy's recommendation will be submitted, and the council thinks it wise to delay submitting the bylaw until the outcome of that meeting is known.

For Seal Islands.—H. G. Chichester, special agent of the United States Treasury Department, arrived in Seattle yesterday and will sail north to the Pribyloff Islands on the revenue cutter Bear, which is expected to arrive from San Francisco today. For the last ten years Mr. Chichester has been in charge of the United States Treasury Department's work in that section. He maintains that the seals are decreasing, which is not borne out by the statements of sealers who hunted this spring.

Platting Property.—Wm. Ralph, the well known surveyor, is now engaged in sub-dividing a tract of 30 acres of the sea frontage on the south side of Esquimalt road, extending from the Hudson's Bay line on the east to within a few feet of the newly acquired government property on the west, and embracing the popular camping ground known as "Kanaka" ranch. The owners of this property have approved of a plan by which the present Admiral's road will be extended south to the sea and intersect the extension of Lyall street, thus forming a much more direct road from the canteen and other naval property to Work Point barracks than now exists.

Found Drowned.—The remains of Charley Philips, a West Coast Indian, 20 years of age, were found upright, with the feet fast in the mud, near Rock Bay bridge, yesterday morning. A child saw the body and the police were notified. Chief Langley and Constable Northcott, who went to the scene, secured the body and had it conveyed to the morgue. The dead Indian was last seen alive on the 18th, when he had been drinking. He had presumably started from the city for the reserve, going around by the Esquimalt, road as the E. & N. bridge was closed, and had mistaken his way, going down Turner street into the water. An inquest will be held regarding his death today.

Coke For Crofton.—Today the first consignment of coke of the 2,000 tons ordered from the Wilkeson Coke Company by the Crofton smelter will arrive at Crofton. In view of the receipt of this coke from the State of Washington, there is now no possibility of the Crofton smelter being forced to close down on account of lack of fuel. Ore from Republic camp, Washington, continues to arrive at Crofton. There are now in the C. P. R. yards at Vancouver eight or nine cars loaded with ore from the Lone Pine mine. These ore-laden cars are transported across the Gulf to Ladysmith by the barge Transfer just as rapidly as they can be handled. From Ladysmith the cars are run over the E. & N. Railway to Crofton.

Interesting Trip.—Wm. Thurborn, Col. Russell and Charles Shule have just concluded a very interesting prospecting trip in parts of the Island. Last August the trio, securing a former pilot sloop, left with the intention of thoroughly prospecting the northern portion of the Island and parts of the Mainland. The results from a mining standpoint were unsatisfactory. Prospects were discovered, but nothing of especial consequence. The outing, however, was enjoyable. There was always plenty of game to be found. When winter showed signs of coming on the party constructed a cabin on a tributary to Knight's Inlet, on the Mainland, where they spent the winter months comfortably.

Big Atlin Dredge.—All arrangements are being perfected by W. J. Robinson of Philadelphia, for transporting the big dredge to Atlin to work on Pine creek. The dredge is in frame at the yards of the Royal City mills, New Westminster. It has been constructed under the superintendence of Mr. E. P. Cameron, superintendent of construction for the Western Engineering & Construction Company of San Francisco, which has the contract for installing the dredging plant. The dredge will be knocked down at New Westminster and transported by steamer to Skagway, thence to Atlin, via Caribou Crossing. Some of the dredge timbers were shipped on the steamer Amur. The heaviest portion of the knocked down dredge weighs three and a half tons.

(From Sunday's Daily.)

Socialistic Ticket.—The Western Clarion announces that the name of J. H. Hawthornthwaite, M. P. P., will probably be added to the Socialistic ticket in Vancouver to fill it out.

The Thurston's Cargo.—The Nellie Thurston will discharge her cargo of salted halibut into cars on the E. & N. track at Nanaimo, which will be sent to Eastern markets via the Ladysmith transfer barge.

Big Mining Deal.—News reached the city yesterday of a big mining deal involving the control of the Britannia property on Howe Sound, Jos. Boscowitz selling his interest to J. W. Robinson, representing August Hienze, of Butte, for a figure which goes over $100,000.

Floods Feared.—Recent arrivals in the city from the Fraser Valley say that the community is much disturbed over the likelihood of severe floods this year. The river is exceedingly low for this period, and if hot weather comes suddenly the snow will come down rapidly and cause serious damage.

Goes to Westminster.—W. A. Stevens, clerk in the Indian office Victoria, who has for the past eight months been acting as chief clerk, leaves tonight for New Westminster, under instructions from the superintendent, where he will assist the newly appointed agent, R. G. McDonald, in acquiring a practical knowledge of the routine work of the Fraser agency.

Customs Returns.—During May the total imports at the Victoria Custom House amounted to $315,802, of which $214,008 was dutiable and $101,794 free. The revenue was made up as follows: Duty, $71,078.23; Chinese, $51,257, and other revenues, $98.90, in all $122,434.13. Exports for the month amounted to $68,173. Of this $14,139 represented foreign and $54,034 domestic exports.

The Voters' Lists.—It is the opinion of many who have made a study of the matter that even if the legislature should dissolve tomorrow there can be no election within three months. The Redistribution Act of 1902, passed on the 27th of April of that year, states in section five, that upon the coming in force of the act, all existing registers of voters shall be cancelled, and it shall be the duty of the Lieutenant-Governor-in-Council to appoint collectors in all reconstituted districts to receive applications for registration, and to compile new lists. According to section 13 of the act, the act will come into force upon the dissolution of the present Legislative Assembly.

Big Ferry Business.—Upwards of 400 cars a month are now transferred by ferry from the Island to the Mainland. The Chemainus Saw Mill shipped on an average last month five cars a day; Ladysmith an average of from two to three; Shawnigan, one; Sayward, one; the Victoria Terminal railway, one. Haslam, of Nanaimo, has been a regular shipper, and there have been local shipments making up, if not exceeding, the estimate given.

Suburban Train Service.—Commencing tomorrow the Shawnigan Lake suburban train service comes into effect on the E. & N. railway, and as will be seen by their time card published elsewhere in these columns, the service is an excellent one, there being three trains from Victoria to Shawnigan Lake daily, except Mondays. A neat little time card of the suburban service has been issued and can be obtained on application to the company's offices, and gives all information as to rates and train service.

Lower Fraser Mails.—Residents of the Lower Mainland are about to petition the postal authorities to arrange for the transmission of mails daily by way of the Victoria Terminal Railway & Ferry Co. As the service is at present, it takes residents at Aldergrove, for instance, the better part of a week to get a letter to Victoria and an answer, by way of Vancouver; and now that excellent daily communication is furnished by the Sidney route, they consider it inconceivable why the postal department has not made arrangements for increased postal facilities.

Camp at Macaulay.—The Fifth Regiment will go into camp at Macaulay Point on Sunday, June 7, for the annual training, commencing Monday, June 8. At the conclusion of the training, the annual inspection by the district officer commanding will take place, and the practice with 6 in. B. L., 13 pr. and maxim guns will be carried out under the Officer Commanding the R. G. A. Officers' and N. C. O.'s questions will be asked one evening during the last week at camp. The Regiment will parade at the Drill Hall on Sunday, June 7, at 10 a. m. and will then proceed to Macaulay Point. Dress: Field Day order with haversacks. Forage caps to be carried on right shoulder strap. Great coats, banderole. Each man will provide himself with cleaning materials, brushes, etc., knife, fork, spoon, plate and cup.

Leckie in Somaliland.—W. F. Robertson, provincial mineralogist, has received an interesting letter from Major R. G. Leckie, who is leading an armed force to open mines in Somaliland, and who is well known in this province. He was identified with several mining companies in the Kootenays before leaving with the Strathcona Horse for South Africa. He for some years lived at Rossland, and was prominently identified with the mining life of that district. The Major was interested in an option of 3,700 square miles of mining country in Somaliland, and at the time of writing was marching in to possess the land. He had 40 camels loaded with supplies and a large force of friendly natives under his charge. The troublous times in that part of the world forced him to arm his forces with Mauser rifles. Under these peculiar conditions he is on the march to prospect the territory which has been allotted to him.

ANNUAL MEETING CHILDREN'S AID

Interesting Reports For Year And New Officers Elected.

(From Sunday's Daily.)

The second annual meeting of the Children's Aid Society, was held yesterday afternoon in the City Hall. Mr. Charles Hayward president, occupied the chair, and called the meeting to order at 4 o'clock, and before business was commenced the Rev. E. G. Miller said a few words of prayer. After the reading of the minutes and their adoption the president submitted his report which is as follows:

Ladies and gentlemen.—Exactly two years ago today some half-dozen philanthropic ladies, who had felt the need of an institution of this kind, met in this place and organized a "Children's Aid Society" under the provisions of the Children's Protection Act of British Columbia.

For long previously the efforts that had been put forth on behalf of neglected children had not been as successful as desired, by the reason of the fact that their was no provision under the law enabling those interested in this good work to assume control of those whose natural guardians had left them a prey to evil influences and example, and all the dangers incident thereto.

Fortunately at this time the Provincial Parliament passed the "Children's Protection Act," which aims at "affording protection of children from cruelty, the safeguarding of the young, and the care and control of neglected and dependent children," and as a means to this end, gives to societies incorporated under it, the powers and duties of legal guardians of those who may come under their care. This Act has been found a powerful engine for good. The result of the society' work for the year is not easily tabulated, and reference by names is not desirable, but an analysis of the diary, and confidential reports of our excellent officer makes it apparent that a vast amount of painstaking, onerous, consciencious work has been done with gratifying success.

The knowledge that this society has the power to remove children from vicious surroundings has had a most wholesome effect. When the attention of parents and guardians who have neglected or disregarded their serious responsibilities, have been drawn to this fact, the fear and disgrace of having their children removed from their control has, in most cases, stimulated them to something like a proper conception of their duty, and relieved the society from further proceedings; and this has been accomplished at a very small cost.

It is felt that the influence of the society might be extended and the labors of the managers rendered more effective, if better facilities exist for providing suitable foster homes, for children. There are often cases where children are available for adoption, and on the other hand there are many who would be willing to accept them, but cannot at the right time be found. It is suggested that they keep the society informed of their good intention, who, would in nearly all cases be able to satisfactorily arrange the matter without publicity, and to the mutual advantage of all concerned.

In saying this, however, it must not be thought that the society does not realize the importance of keeping the children in their own homes. It is our principal work to improve and elevate the surroundings of home life, and not to break up or destroy them, and our unceasing efforts are in this direction. It is the extreme cases, when all other means have failed, that foster homes are desirable.

It is earnestly hoped that this society will continue to receive hearty public support and sympathy, and it is the latter that we chiefly need. Our wants are but few, but we must have hearty co-operation if the efforts put forth to rescue children from almost certain ruin, or to prevent them drifting into vicious courses, is to meet with the success so promising a work deserves.

CHAS HAYWARD, President.

Victoria, B. C., May 29, 1903.

The report was duly adopted. The treasurer then submitted her report which is as follows:

RECEIPTS.

Balance from last year	$ 7.75
Members Fees	9.00
Provincial Government	30.00
Total	$46.75

EXPENDITURES.

To board paid for care of child, July and August	$15.00
May 26, Stationary etc for secretary	2.65
May 26, Traveling expenses of secretary	6.00
May 28 Balance	23.10
Total	$46.75

The election of officers for the ensuing year was next dealt with, and after a little discussion the present officers were unanimously re-elected. Mrs. Gordon Grant accepted the rather arduous duties of the officer of the association.

Fifty dozen Boys' English Straw Hats at 25c. each. B. Williams & Co. *

MARINE NEWS.

(From Thursday's Daily.)

One of the bottles containing messages from the derelict German ship Columbia, which arrived at Esquimalt in a dismasted condition in tow of the Norwegian steamer Norman Isles on April 9, was picked up at Hesquoit, on the west coast of Vancouver Island, on May 17, after drifting for 47 days in a northeasterly direction, it having been thrown from the derelict on March 30.

Capt. Schwarting, of the German ship Columbia, which is still lying a practical wreck at Esquimalt, threw the bottles overboard containing an account of the predicament in which the vessel was placed, in the hope that they would reach shore and convey information regarding the fate of the ship if she had—as was feared then—drifted on the rocks and been totally lost.

When the bottle was thrown from the Columbia, she was in latitude 49.03 N and longitude 130.25 W., or about 175 or 180 miles from Nootka, on the same parallel, and about 200 miles from the place where she was picked up seven days later by the Norwegian steamer. The drift of the bottles has caused the theorists who have been discussing the trend of current off the Island coast, to wonder, for, according to all previous records of the drift of the sea's flotsam, the bottle should, instead of setting in to the coast, have drifted to Cape Scott or past the northwest end of the Island. The bottle was found at Hesquoit, on May 17, by John Gault, who arrived by the steamer Queen City.

Several other bottles were thrown from the German ship when she was drifting as helpless as a log on the face of the waters to the Island coast, being but a few miles from the breakers at Long Beach when the steamer Norman Isles picked her up and towed her to port. The salvage claim for $75,000 preferred against the steamer by the Norwegian tramp is still unsettled, and it is altogether likely that the cause will be fought before the local courts.

The Queen City brought a large number of passengers on her trip south. Capt. John Irving and Wm. Wilson returned from Clayoquot, where they have been examining a mining property. Capt. McKiel, of the sealing schooner Annie E. Paint, returned from Kyuquot, after paying his Indians. A number of miners arrived from Yreka, on Quatsino Sound, and some loggers from San Juan. Other passengers were Messrs. Forrest, Lee, P. Nordstrom, J. Nordstrom, Sorrelsen, H. Nordstrom, Roland, Jackson, MacAulay, McCoy, Lynn, Lynn, Bowen, Ellison, McNell, McNeil, Michaelson, Jorgensen, Gone, Satre, Menghlin, Rossendina, Spittal, Parkins, P. C. Johnston, Husher, Josephs, Deacon, Lorimer, Sutton, Norris, Campbell, Corkish, Williams, Goltz and Mr. and Mrs. Whitwell.

COLLISION IN INLAND SEA.

Japanese Steamer Sinks and 31 Persons Perish.

Advices were received from the Orient by the steamer Indravelli that the steamer Hiainli Maru was run into and sunk by the Korean steamer Kanji Maru, in Tsurujima straits, in the Inland sea, May 4. She went down so quickly that out of the 72 persons on board only 41 were saved.

The British warship Albion, Vice-Admiral Grenvell, left Japan on May 4 for Wei-Hai-Wei, owing to a death by plague on board. A Chinese servant was the victim.

(From Friday's Daily.)

Superintendent Piers of the steamship lines of the C. P. R., in an interview given at Montreal, said that the C. P. N. service, which was taken over by the C. P. R., will hereafter be known as the C. P. R. British Columbia Coast service. He is quoted as saying: "Some critics in Vancouver have sought to show that some part of the coasting service should be in that city rather than, as it is, in Victoria. Upon this phase of the question Superintendent Piers this morning said: 'I think Vancouver people are asking too much. They should recognize that they already have the Empress vessels, which are worth much more to them than are the coasting vessels to Victoria. Again, it must be remembered that the C. P. N. was organized in Victoria, and its directors are all resident there.' 'Is there any chance of a transfer being effected?' asked the reporter. 'I scarcely think so,' replied Mr. Piers. 'Under all circumstances the C. P. R. Company would scarcely be justified in making any change.'"

NORTHERN TRAFFIC.

Casca Was the First of the Sternwheelers Launched at White Horse.

According to the White Horse Star, the first of the steamers to be floated at the opening of navigation at White Horse this season was the Casca. Then the Columbia was given the water to be followed by the Selkirk, Victorian and Yukoner. On the 16th inst., the Star says: "All the scow-men went down heavily loaded with consignments. It has been estimated that between the Whitehorse rapids and one thousand tons of freight were moved from the White Pass sheds. Besides merchandise, every scow had its quota of passengers, many of whom took this opportunity of reaching points where the upper river steamers are in waiting beyond the lake. In the beginning of the rush there was considerable trouble in transferring freight, and there were many up-sets.

RATES TO ORIENT.

Asiatic Freight Bureau Considers Change at Meeting.

A meeting of the Asiatic freight bureau, composed of the transportation companies operating lines from this city and the Sound, Portland and San Francisco, to the Orient, was held in Seattle yesterday for the purpose of discussing the rate situation between the Coast and China on flour shipments. The meeting was brought about by reason of the Chinese freight bureau accepting a shipment of 750 tons of flour at San Francisco for the Oriental trade regardless of the prevailing rate.

The Chinese freight bureau is an organization perfected about eight months ago, with the view, at that time, of operating a line of boats between China and Mexican ports. Later on a boat was put on the San Francisco run, and it was on the last sailing of this boat that the flour shipment, at a very low rate, was accepted. It developed at the meeting that this was the first shipment accepted by the Chinese company at less than tariff, and that the flour was for its own use indirectly. Therefore the Seattle meeting took no action.

The fact that the Asiatic freight bureau was holding a meeting and discussing rates gave rise to the rumor that it was the intention of the Coast lines to cut the rates on flour to the Orient. Nothing, it is said, is farther from the minds of the bureau than this. It is the purpose of the organization to keep the present rates in effect as long as possible, unless the Chinese line should inaugurate a cut, and this is not expected by the local companies.

In fact, it is said the local companies have the assurance of the Chinese company that the single shipment accepted at less than tariff was for its own use, otherwise the full tariff would have been charged.

HOODOOED PEMBROKESHIRE.

She Is Now Total Wreck on the Japan Coast.

The final chapter has been added to the brief career of the British steamship Pembrokeshire, built about three years ago and now a total wreck, and which was in dock here about two years ago. Although a fine new, modern steamship, she has been unlucky ever since the day she was launched. The Oregonian says of her career: "She sailed from Shanghai for New York, May 12, and the next day ran ashore on North Saddle island, eighty miles from Shanghai. It was first reported she could be floated if the weather continued good, but on May 18 the sea became rough, and her fore compartment filled with water. A large amount of cargo was taken from her, but it was found impossible to save the ship, and last Tuesday notice of abandonment was given the underwriters. The advices received state that Captain Dwyer was in command, but this is discredited by friends.

Word has been received that the steamer Ascot, which is bringing a large shipment of coal for the C. P. R., sailed from Japan for Vancouver on Thursday last. The steamer Lyra is now loading in Japan and coal will also be brought by the steamers Hyades and Ajax. As was mentioned some time ago, the C. P. R. has contracted for 10,000 tons of Japanese coal.

(From Saturday's Daily.)

The steamer Tartar of the C. P. R. line, Capt. Beetham, reached port yesterday morning, after a quick passage from Yokohama. The steamer brought a large shipment of tea, as well as 600 tons of Japanese coal in her cargo. The tea is being rushed in competition with a shipment sent by a San Francisco line. As the Tartar has made the passage across the Pacific in thirteen days, and the San Francisco liner will arrive there via Honolulu, the C. P. R. boat will beat her time by over a week. The tea will be shipped at Vancouver to its destination in the Eastern States by fast train. The Tartar brought 27 saloon passengers, 122 Chinese, of whom 27 left the steamer here, and 10 Japanese.

Among the saloon passengers was J. S. Clunies Ross, "The King of Cocos Island." This gentleman, swarthy as any native of the tropics, is a descendant of the first Clunies Ross, who went from Scotland and established the Kingdom in 1824, four generations ago. The Ross family own the island, which is more often known as Keeling Island, and is situate in the Indian ocean. There are about 600 people on the estate, and seven million cocoanuts and large cargoes of copra are annually sent from the island. Formerly any one who left the island traveled by copra schooners, but now that the cable has been landed there by the Eastern Extension Co., whose cable between the island and Rodeiguez island, was the longest in the world until surpassed by the British Pacific cable from this island to Fanning, Mr. Ross traveled by the cable steamer to Hongkong, where he boarded the Tartar. A. Macartney of the cable staff, accompanied him en route to England.

Capt. White, R. N., of H. M. S. Ocean, arrived by the steamer en route home on furlough, Mr. A. A. White accompanying him. J. Griffiths, who has been employed at the British-Chinese mines, which are being worked up the Ningpo river, was another passenger, and Mr. G. V. Borwick, a graduate of Cambridge, who is traveling for pleasure, returned from a visit to Vladivostock, where he witnessed extensive preparations being made by Russia for hostilities. Rev. R. C. Fillingham arrived from where he had been holding meetings, and had considerable discussion with Yokohama newspapers, one of whom, the Advertiser, was sued for libel on account of statements made ridiculing him. J. E. Parstch, a missionary, returned from Shanghai, accompanied by his family, en route home to the Eastern States. M. Iwasaki, an engineer of a Kobe dockyard, arrived to look over the dock yards of the United States. Other passengers were: Mr. D. A. Andrews, Mrs. Butler, Mr. Smidt von Gelder, Mr. E. Jones Hughes, Mr. Percy Marks, Mr. J. R. McClean, Lieut. L. O. Mott, Mr. W. H. Omerod, Mr. G. Paulding, Mrs. G. Paulding, Mr. Barris du Pender, Mrs. Barris du Pender, Mr. M. Ponsford, Mr. M. Sakamoto, Mrs. H. Scott, Mr. E. L. Waite.

While on her way to port the Tartar sighted a small fore and aft schooner of about 30 or 100 tons, which appeared to be a sealing schooner. The schooner was seen two days ago, and was well to the north of the course of the Tartar, evidently making toward Copper island. The steamer Empress of India was also sighted two days ago.

EDITH WRECKED.

Overdue C. H. Watjen Saves Some of Her Crew—Capt. and 10 Men Lost.

Two of the fleet of overdues, which have been interesting local speculators, and on which much money has been wagered locally, have been reported, one safe, the other a wreck. A despatch from Cooktown, Queensland, Aus. says: Advices received there from Port Moresby, New Guinea, say that the overdue German ship C. H. Watjen, from New York, October 29th, for Yokohama, has been towed to a safe anchorage at Hall Sound, New Guinea, with the loss of her foremast, mainmast, and rudder gone. About 15,000 packages of her cargo were jettisoned. The C. H. Watjen saved eight of the crew of the Hamburg bark Edith, from Puget Sound to Port Pirie, which was totally wrecked on the Narcus shoals in January. The captain of the Edith and ten of her crew are missing.

Victorians especially interested in marine matters, will remember Capt Oertel of the bark Edith, which was long overdue on her voyage from Hongay to this port, last fall, and was then reinsured at 40 per cent. She came to Victoria in ballast, and Capt Oertel spent some time in Victoria and made a large number of friends in this port.

Had it not been for the refusal of the owners to allow Mrs. Oertel to accompany her husband on the ill-fated voyage, she would have sailed with him from Port Ludlow. During his stay in Victoria, Capt. Oertel secured a passage for her from Hamburg for Victoria through the Great Northern railway offices in this city, and the money was cabled for Mrs. Oertel to come to Victoria to join her husband on the Edith. At the same time Capt. Oertel communicated with his owner in regard to Mrs. Oertel accompanying him, and they refused to allow her to make the voyage. The captain took up the matter of securing a refund with the railway company, and, as far as is known, the matter is still pending.

THE LUMBER FLEET.

The British ship, William Mitchell, has completed loading her cargo of lumber at the Hastings Mill, and will sail on Saturday evening for Port Natal for orders. She has on board 1,640,955 feet.

The British ship Canada has been berthed at the Hastings Mill. She will load for Greenock, Scotland.

The British barque Astoria, now en route to this port from Rotterdam with a cargo of rails for the C. P. R., has been chartered to load lumber at the Hastings mill.

Two Hundred dozen "Regatta," "Negligee," and "Outing" Shirts just received. Latest styles and patterns. B. Williams & Co. *

A medal of honor was presented to Colonel Johnson L. De Peyster of Tivoli, N. Y., recently in recognition of the fact that he raised the first American flag over the capitol in Richmond on the night of April 3, 1865, when the Union troops entered the city. Colonel De Peyster's friends have several times endeavored to get the war department to recognize his achievement, but without success, on the ground that it is only for bravery in action that medals of honor are awarded. To supply the omission the Colonel's friends made up a purse and had the medal made, which was presented to him.

Lame Back for Four Months.

Was Unable to Turn in Bed Without Help.

Plasters and Liniments No Good.

This was the experience of Mr. Benjamin Stewart, Zionville, N.B.

TWO-THIRDS OF A BOX OF

Doan's Kidney Pills

CURED HIM.

He tells of his experience in the following words: "For four months I was troubled with a lame back and all this time was unable to turn in bed without help. I tried plasters and liniments of all kinds but with no effect. At last I was induced to try Doan's Kidney Pills, and by the time I had used two-thirds of a box my back was as well and as strong as ever and has kept so ever since."

Backache, Frequent Thirst, Scanty, Cloudy, Thick or Highly Colored Urine, Puffing under the Eyes, Swelling of the Feet and Ankles, are all symptoms of kidney trouble that Doan's Kidney Pills will cure.

Price 50 cts. per box or 3 for $1.25, all dealers, or

THE DOAN KIDNEY PILL CO. TORONTO, ONT.

White Carriage Makes Record

From Victoria to Shawnigan Lake in Less Than Three Hours.

Adventure With a Bear Adds Excitement to the Trip.

(From Saturday's Daily.)

A. E. Todd and R. D. Ryus, the chauffeur, made a whirlwind run with the White automobile to Shawnigan yesterday. Though certain stretches of the road were muddy owing to recent rains, the distance was covered in the remarkably fast time of 2 hours and 53 minutes. The following extract of a letter written by the automobilists from Shawnigan shows that the trip was not without thrilling adventure:

"We also stopped three minutes at Cabin pond for water, but have not deducted this from time, and same way with stop at Echo point, have not deducted this either. We also stopped near Whiskey swamp on account of being attacked by a black bear. We tried to run over him with the rig, but he got out of the way too quickly, and expect is running yet. We did't have the gun ready, so didn't get a shot."

The times for the various points reached on the route are given below and will be interesting as a basis of comparison for future record spins along what will likely prove a most fascinating ride for horseless carriages:

	Hrs.	Min.
Fountain—5:58	0	00
Seabrook's—6:00½	0	02½
Victoria Gardens—6:04	0	06
Four-Mile House—6:09½	0	11½
Parsons Bridge—6:13	0	15
Colwood—6:16½	0	18½
Langford Lake—6:24	0	26
Goldstream hotel—6:28	0	30
Snider's railway crossing—6:33	0	35
Cabin Pond—6:51	0	53
Summit—7:15	0	77
	(1 hr. 17 min.)	
Hailey's Crossing (Sooke Lake)—7:33	0	95
	(1 hr. 35 min.)	
Echo Point (Sooke Lake)—7:39	1	01
	(1 hr. 41 min.)	
(Stopped here at rauch 6½ minutes.)		
Holmes (Sooke Lake)—7:49	1	11
	(1 hr. 51 min.)	
Whiskey Swamp Bridge—8:13	1	35
	(2 hrs. 15 min.)	
Findley's Swamp—8:27	1	49
	(2 hrs. 29 min.)	
Welch's Trail (Shawnigan)—8:32	1	54
	(2 hrs. 34 min.)	
Strathcona Hotel (Shawnigan Lake)—8:51	1	73
	(2 hrs. 53 min.)	

The following is the record for the return from Sooke, which was made in 1 hour and 34 minutes.

	Hrs.	Min.
Sooke Lake—5:06 p.m.	0	00
Hailey's Crossing—5:12½	0	06½
Summit—5:33	0	27
Cabin Pond—5:49	0	43
Snider's Crossing—6:01	0	55
Goldstream—6:05½	0	59½
Langford—6:10½	0	64½
Colwood—6:18	1	12
Parson's Bridge—6:22	1	16
Four-Mile House—6:26	1	20
Victoria Gardens—6:34	1	28
Seabrook residence—6:38	1	32
Fountain—6:40	1	34

Sooke Lake to Fountain, 1 hour 34 minutes, including stoppages equal to about 10 minutes.

AN APPEAL TO HAMILTONIANS

Former Residents of Ontario Town Urged To Unite For The "Re Union."

T. B. McCabe, of the Colonist, has received the following self-explanatory letter, which is published in the hope that it may result in former residents of Hamilton resident in Victoria taking the action wished for by the writer:

Hamilton, Ont., May 22nd.

Mr. T. B. Macabe, Victoria, B. C.

Dear Sir,—Our friend and uncle from you before this in reply to my various letters asking if you wild kindly call a meeting of the Hamilton Old Boys in Victoria for the purpose of organizing you into a club, with a view to attending the Carnival and Reunion in a body.

Very satisfactory cuns nave been formed in many cities in the East and West, and we have just received a telegram from our Fred Buscombe, 319 Hastings street, Vancouver, advising that a flourishing club had been formed there. Time is slipping along and we are very anxious to have Victoria fall into line.

I enclose a synopsis of our programme of events which will give you an idea of the proposed attractions.

In case you do not think it advisable to form an independent club amongst the Victoria old boys, perhaps it might be best to have them unite with the Vancouver Club.

I would earnestly ask that you favor me with a reply by return mail, and in case it is impossible for you to undertake the organization of a club, shall be pleased if you will give me the name of some other enthusiastic old Hamiltonian in Victoria who would be willing to do so.

C. A. MURTON,
Hon. Secretary.

THE FIFTH REGIMENT.

Annual Training March Orders Received.

As will be seen by this week's Regimental orders the date for marching into camp at Macaulay Plains has now been definitely fixed for Sunday next the 7th of June. The parade is called for 10 a. m. and the regiment will probably be settled in camp by 1 p. m. when they will be dismissed for the day.

On Monday morning work will commence by reveille sounding at 6 a. m. and the fall-in for physical drill at 6 10; breakfast at 6:30. In the evening dinner will be at 6.30, and the fall-in at 7.15. And so on for each day during camp.

On Saturday afternoon the 13th gymkana sports will be arranged in which it is hoped that men from the barracks at Work Point will join, and on the following Saturday afternoon annual infantry inspection will take place by the D. O. C. Col. Holmes. What are known as the officers and N. C. O.'s questions will be asked some evening during camp by Lt. Col. Gregory, and the annual firing practice with the big six inch guns will take place probably Friday or Saturday morning, 19th or 20th.

The annual mobilization will take place on Monday the 22nd, and will continue till midnight on that day, after which the regiment will probably march out of camp in the early morning of the 23rd.

During the mobilization the four garrison companies being confined to the fort all day will engage in the inter-company competitions with the aiming ammunition of which there are several hundred rounds left.

The annual firing practice with the 18 pounders will be held this year at a spot immediately adjoining camp on a date not yet arranged.

In accordance with the regulations each man will provide himself with knife, fork and spoon, a plate and cup, and any other necessaries he may require which will be carried down in the haversacks which will be issued on the morning before marching out, and must be turned into stores before the parade is dismissed the day of return, each company association being held liable for any shortage.

To avoid loss of odd arms etc., no Officer component will be issued, but great coats will be worn banderole over the left shoulder.

The Doctor—You have a bad cold, Mr. Jiggs. I'll give you some pills for it. Jiggs—Oh