Massacred By Cannibals

New Guinea Natives Kill and Eat Missionaries and Their [illegible]

German Scientist and His Secretary Murdered By Savages of New Britain.

The R. M. S. Miowera, which arrived yesterday morning from the South Seas, brought details of the massacre of missionaries James Chalmers and O. T. Tomkins and fourteen native teachers by New Guinea cannibals. The white men were eaten by the natives. The government party sent to investigate the massacre discovered the scene of the cannibal orgie and there found a portion of a jaw, and the thigh bones of the missionaries, together with portions of their clothing. Prisoners taken by the punitive party, which destroyed the village and canoes of the natives, after a sharp fight, gave particulars of the massacre.

Rev. Mr. Chalmers had gone to the estuary of the Aird river, near Cape Blackwood, where the murder occurred, in the mission schooner Nine, and when the Niue anchored there on May 5 about 100 canoes came alongside, all containing natives armed with bows, arrows, spears and clubs. The natives, by signs, asked Chalmers to go ashore. He indicated by signs that he would sleep first and go ashore in the morning. At daylight a number of armed canoes came off alongside the schooner. Chalmers told the captain to give trade and tobacco, and keep the natives quiet, signing to the natives that he would go ashore and follow them, at the same time urging the missionary Tomkins to stay with the schooner. The latter refused; nor would the natives precede Chalmers, so he entered the boat with a party and pulled ashore surrounded by a large fleet of canoes. This was the first visit ever paid by a missionary to this island. The boats and canoes disappeared around a clump of mangoes, and this was the last seen of Mr. Chalmers and party. There was a dead calm. When a light breeze came the captain moved the schooner further out, when a calm again set in, and he anchored. A swarm of canoes came out and surrounded the schooner. The captain gave all the tobacco and trade he had on the schooner. A number of natives boarded and pillaged the Nine, and having loaded the canoes paddled ashore, but returned. A breeze coming up, the schooner put out, followed by the canoes. He outdistanced them and anchored. Next morning the schooner sailed around the island, but saw nothing of Mr. Chalmers and party. She then left for Daru and Port Moresby.

The massacre was reported to the Lieutenant-Governor, and the Royal Australian artillery were sent to the scene in launches. The party was attacked by natives on its arrival, but the savages were driven from the beach by rifle fire. The boat's crews then leaped ashore and chased the natives, sniping being kept up till dark. One by one the villages were destroyed and the war canoes blown up with dynamite. Eventually it was ascertained with absolute certainty that the Rev. James Chalmers, Rev. O. M. Tomkins and the whole party totalling 16, had been slaughtered at Anawaida, and eaten. They were clubbed first; then all their heads were sawn off with bamboo knives, and the bodies were cut up and distributed amongst the neighboring villages. The whole story was told by a prisoner. The missionary white boat was broken up by natives. Portions of it were recovered. Mr. Chalmers' hat was found, as well as a part of his trousers. A human jaw with teeth attached, also two human thigh bones, were recovered.

The prisoner stated that when the missionaries left their schooner they were taken up a creek out of sight of the vessel and there surrounded by a party of natives. Chalmers was caught by the arm and dragged towards the village, which was within fifty yards. He said to Mr. Tomkins, "there is mischief here; get back to the schooner if you can." Mr. Tomkins said that he would remain with Mr. Chalmers. The latter was clubbed, and then his head was cut off in sight of Mr. Tomkins and the other members of the party. Mr. Chalmers' body was cut up and eaten the same day. Mr. Tomkins was kept till the next day. After Tomkins had been killed, the members of the native mission crew were killed, and their flesh distributed amongst ten villages. It is believed that the body of Mr. Tomkins was eaten at Anawaida. Mr. Chalmers' body was taken in pieces to Otea, and consumed there. No certain relics of Mr. Tomkins were found. Chalmers was one of the best known south sea missionaries, he having been called the Livingstone of the Pacific.

Details were also received by the Miowera of the massacre of the German millionaire yachtsman Mencke and Caro, his secretary, by natives of New Britain, news of which has already appeared in telegraph despatches. Mencke had purchased the three-masted yacht Eberhard, formerly owned by the Prince of Monaco, and was cruising through the South Pacific islands collecting zoological curios and botanical specimens. He had reached the island of St. Mathias, and landing there, Mencke, Caro and Dr. Heinroth erected a tent, went into camp, and sent the yacht to New Britain to replenish her stores. She had not long gone ere the blacks rushed the tent, and sending poisoned spears through its side, fatally wounded Mencke and killed Caro. The doctor fired his revolver, and the savages decamped with the body of the secretary. The boat belonging to the yacht was lying close at hand, and, with the aid of one or two of the boat's crew, who had eluded the head-hunters when they made their decent upon the camp, Mencke and the doctor, who was speared in the leg, managed in that way to escape. Landing at a trader's station some miles away they remained there until the yacht called and conveyed them to Herbertshore.

J. McForsayth, the trader with whom Heinroth took refuge, arrived at Sydney shortly before the Miowera sailed. He said in an interview, that Dr. Heinroth told him that soon after they landed from the yacht a native boy furtively entered the tent in which he and his companions were sleeping. The boy was very excited, and told Mr. Caro that a large body of natives was preparing to attack the camp. Mr. Caro disbelieved the story. Up to that time the natives had been on the most friendly terms with the visitors, and had not shown the least aggression, consequently the reported attack was for the moment scouted. The boy, however, persisted in his story, and finally Caro told him to take a few presents of tobacco, empty bottles and other trifles for which the islanders had shown a preference, and distribute the articles among them. The attempted reconciliation, however, proved futile. Ten minutes later a large body of natives crept down upon the camp. They attacked the tent, and in a few moments Caro had received his death wound from a spear. Mencke was wounded by a similar weapon in the chest, and Dr. Heinroth was speared about the leg. The murderers also attacked the natives in the employ of the party, and succeeded in killing three or four of them. They then withdrew for a time, and the remaining natives carried Mencke and Dr. Heinroth to an adjacent settlement, where the former died two days later. The body of Caro was eaten by the natives. The attack by the islanders is said to have been occasioned through Mencke's party having cut down fruit bearing cocoanut palms for timber without obtaining permission from the natives.

TWO POPULAR PLAYS

To Be Presented by the Frawleys on Monday and Tuesday.

F. Daniel Frawley and his company, who have been playing the most phenomenal engagement ever known in Seattle, are coming to the Victoria theatre next Monday evening for a stay of two nights. Their visit will be marked by elaborate productions of "The Masqueraders" and "Brother Officers," both late London and New York successes, which Mr. Frawley has recently acquired for the Pacific Coast, and which will form two of the principal features of his repertoire during the coming San Francisco season.

"The Masqueraders" is a powerful English drama of modern English life, illustrating in a graphic manner the vices and virtues of English society. It is from the hand that gave the stage "The Dancing Girl," "The Middleman," "Judah," and other famous dramatic studies. The company that Mr. Frawley brings with him is the same that was seen here last January, when the superb rendition of "Secret Service" was presented, though some new people will be seen. The most prominent of these is Alice Johnson, a charming and beautiful actress, who will assume the central female role of the piece. Mr. Frawley will appear in the leading male role, and Harrington Reynolds will play one of the scoundrels for which he is famous.

"Brother Officers," which will be the bill on the second night of the engagement, is by Leo Trevor, the newest member of the brilliant circle of British dramatists, which includes many famous names. Besides having the credit of a huge London success, it is one of the hits of the present New York season, having been accorded an enthusiastic welcome in the metropolis of the United States. Mr. Frawley plays the central role of John Hinds, an officer of a crack English regiment, who has risen from the ranks.

C. A. SEMLIN INTERVIEWED.

The Ex-Premier Says He Does not Regret the Years He Spent in Politics.

Hon. C. A. Semlin, formerly premier of British Columbia, arrived in the city yesterday on his way east, says yesterday's Seattle Post-Intelligencer. He will visit the Pan-American fair at Buffalo, thence going to Washington, D. C., New York and Montreal. Although he has lived in British Columbia for the past thirty-nine years this is his first visit to Seattle, and he expressed surprise at the size and activity of the city. While he would not discuss British Columbia politics, Mr. Semlin stated that he hardly believed that there would be any definite results from the investigation of the British Columbia Royal commission into the question of Chinese labor in the province.

Until his retirement from politics last year, Mr. Semlin was one of the veterans in public life across the boundary line, being an early pioneer. He was born in Eastern Canada, and came to the coast from New York via the Isthmus of Panama, in 1862, settling in the Yale district. He represented first Yale and after West Yale in the provincial parliament for more than a quarter of a century, and was an active participant in all the political fights held in British Columbia during that time. He was first elected in 1871, and was one of the leaders in the movement to exclude the Chinese from the province. The movement so war has been only partially successful. The Chinese are shut out from employment in any work receiving public aid. In private life Mr. Semlin is a wealthy farmer and stock raiser.

"I don't regret the many years I spent in politics," he said yesterday at the Rainier-Grand hotel. "But I felt that I had done my share, and that it was time that younger shoulders were taking up the burdens of public life. This is my first visit to Seattle, and I am agreeably surprised. It is much larger and more active than I expected.

"It is hard to determine whether the admission of Chinese has hurt British Columbia's growth or not. It is believed, however, that their presence has tended to keep white laborers away from the province. For myself I have always advocated the exclusion of the Chinese, but doubt if there will be any definite results obtained from the investigation of the royal commission. In am in favor of their exclusion because their presence has been hostile to the interests of the white workingman.

"My trip is taken solely for pleasure. I will visit as many of the leading points of interest as possible in the eastern part of the United States and Canada."

LEIGHTNER ARRAIGNED.

Preliminary Hearing of Charge Adjourned Until Next Week.

George A. Leightner was arraigned in the police court yesterday morning on the formal charge of stealing $2,000 from the Northern Pacific Railway company. Mr. G. E. Powell appeared for the railway company, and Mr. J. H. Lawson of Messrs. Bodwell & Duff's office, for the prisoner. Mr. Avery, the railway company's chief counsel at Tacoma, and Mr. W. P. Bird, the traveling auditor, were also in court. The room was fairly well filled with the curious, who always gather at hearings of the kind. After the information had been read, Mr. Powell asked for an adjournment, and Mr. Lawson offering no objection, it was decided to adjourn until Saturday, and then further adjourn the case until Tuesday. Leightner has offered to assist the company in every way to unravel the muddle that he got the affairs of the office into as a result of his actions, but so far there is no need of assistance in this matter, the auditor having been busy for some time, and now that Mr. Lang, the new agent has taken over the office, will be able to give his whole time to it. It was stated last evening that so far as the prosecution is concerned nothing had been decided upon as to the course to be pursued. The railway company are waiting to hear from the bond company, as to the part which they intend to take in the matter. Mr. Van Campen, the general manager

Seattleites Married.—At the residence of Rev. R. B. Blyth, 280 Yates street, Mr. William Read and Miss Rose Dark were united in the holy bonds of matrimony on Thursday afternoon. The contracting parties are residents of Seattle, and after seeing the beauties of Victoria will return to their home.

CALVERT'S CARBOLIC TOOTH POWDER
IS THE BEST DENTAL PRESERVATIVE.
Has the Largest Sale of any Dentifrice.
Sold by all Chemists, Stores, &c.
F. C. CALVERT & Co., Manchester, England.

New Lines to The Orient

Further Increases to the Pacific Fleets Attracted by Growing Trade.

Miowera Arrives From Australia—Tees Sails for Naas—Marine News.

(From Friday's Colonist.)

Steadily the steamer service across the North Pacific is being improved. But a few days ago the reports were published of the increased service to be given hereafter by the Nippon-Yusen-Kiasha line, who will give one steamer every two weeks instead of one every month, and about the same time news was given of Mr. Shaughnessy's statement that another Empress liner would be added to the fleet of C. P. R. Oriental steamers; then came Mr. Whyte's trip to Siberia to look over the prospects for the establishment of a C. P. R. line between British Columbia and Vladivostock; and now comes news of another projected line to run across the Pacific. This latest line projected for the Pacific is to have fast steamers running between San Francisco and Vladivostock. The Russian government is said to be fathering the service, and it announced from St. Petersburg that the Czar's government has two steamers as a nucleus for the service. These vessels, which are to connect with the trans-Siberian railroad at Vladivostock or Port Arthur—the destination in Russian Asia, has not been definitely decided upon—are the Manchuria and Mongolia, each 345 feet long, of five thousand tons burden, 4,075 horse-power and with a speed of 16 knots. These vessels built at Trieste, Australia, for the East China Railway company are to be ready shortly, the Manchuria having been already launched. The Mongolia will be slid into the water in the fall. Two other steamers of 6,000 tons, and 400 feet long are to be afterwards built for the same service, and according to the Russian commissioners the steamers are to make the passage from Siberia to San Francisco, carrying the mail to and from the trans-continental Russian railroad, in twelve days.

Dodwell & Co. have already established an irregular line from Tacoma and Victoria to Vladivostock and Port Arthur, some of their steamers having made several sailings this season, and the C. P. R. have several times despatched their steamers Athenian and Tartar to the Siberian ports, in fact, for some time there has been an irregular business between this side and Vladivostock, and with the near completion of the long railroad this service is expected to need many steamers, for the imports of the great Siberian tract, fed from Vladivostock and Port Arthur, are growing with great rapidity.

The growth of business to China, Japan, and other countries of the Orient, since the acquisition of the Philippines by the United States and prior to that time has been great, and year after year the different lines whose steamers are in service between this coast and the Orient have had to enlarge their fleets, until, as told some days ago, some of the lines have doubled their capacity.

Next year there will be a much increased service, for then, as well as any added vessels to the established fleets, the great carriers being built by J. J. Hill for freighting between Tacoma, Victoria and the Far East, are expected to be placed in service. The energetic president of the Great Northern railway has been looking over this problem of directing the freight carrying to and from the Orient to its proper channel, and expects ere long to have the products of Great Britain as well as those of Canada and the United States going to the Orient via the Pacific instead of around the world via the Suez and India. He says that this western ocean is the freight highway to the Far East, and Victoria is one of the gateways through which the freight will pass. Mr. Hill's efforts have been, and for this purpose he is building his massive freighters), to change the Oriental trade route from the Atlantic to the Pacific, and to make the northwest of this continent Asia's base of supply for grain, cotton, provisions and other products. Speaking in this regard recently, the president of the Great Northern said:

"The ancient custom of circumnavigating the globe via three oceans and the Antarctic circle to reach China will not handle modern trade. Asia is due west, and the west is now open for business. The westward traffic route of the star of empire is via Puget Sound instead of Patagonia or the Red Sea."

FROM SOUTH SEAS.

R. M. S. Miowera Arrives From Australia and Honolulu—Had a Light Cargo.

R. M. S. Miowera arrived from the Australian colonies, via Honolulu, about 7 o'clock yesterday morning, and left again at 11 a. m. for Vancouver. She brought 106 saloon passengers and forty steerage, the latter being mostly from Honolulu. Among the saloon passengers were Mrs. Le Poer Trench of this city, who has been visiting the Australian colonies, and who was present in Melbourne during the visit of the Duke and Duchess of Cornwall and York; Capt. Mackenzie, of the New Zealand defence forces; Rev. J. A. Berry, Mrs. Berry and Rev. Rossiter of Auckland, Mr. McClure, a prominent Sydney man who is on a business trip to this continent. The complete list is given in another column. The steamer brought a small cargo, there being about 1,800 tons in all composed of the usual Australian shipments. For Victoria the steamer had about 100 tons of general freight, which was landed at the Outer wharf. Included in this was 320 cases of meats, a shipment of pineapples, and 180 cases of coffee, as well as a general assortment of sundries. In his report of the steamer's voyage Purser Bellemaine said: "Left Sydney on the 20th ult., and arrived at Morton Bay on the 22nd; sailed again on the 24th; passed Blygh island on the 28th, crossed the Equator on the 31st, and arrived at Honolulu on the 5th inst. Left Honolulu at midnight on the 5th. Experienced strong S. E. trades and high seas from Sydney to Honolulu, thence from Honolulu to port moderate winds and seas. The Miowera brings a full complement of passengers. During the voyage, games and cricket have been indulged in, thus making a most pleasant and enjoyable voyage by this favorite liner."

RATES GOING UP.

Five Shillings More Asked for Ships Than Last Month.

In their monthly freight and shipping report for May just issued R. P. Rithet & Co., say: "Although the business done has not been large during the past month there has been a steady revival in rates for grain carriers, and quotations are about five shillings higher than at the close of April. There is very little disengaged spot tonnage, and for medium-sized vessels, 37s. 6d. is obtainable. For lumber carriers there is little demand and rates are lower. Freight rates are quoted as follows: San Francisco to Cork, f. o., 37s. 6d. to 38s. 3d; Portland, Tacoma or Seattle to Cork, f. o., nominal; lumber from British Columbia to Sydney, 42s. 6d; Melbourne or Adelaide, 50s.; Port Pirie, 48s. 9d.; Fremantle, 65s.; Shanghai, 50s.; Kiao Chou, 50s.; Taku, 55s.; Vladivostock, 50s.; West Coast South America, 52s. 6d. to 55s.; South Africa, 65s. to 67s. 6d.; U. K. or Continent, 75s."

THE BUSY S[illegible]

Sealing schooner C. D. R[illegible] which was to have sailed for the West Coast yesterday to pick up her Indian crew is still in James Bay, having been delayed by the high winds yesterday. The Victoria and Zillah May were also to have been towed down into James Bay from the upper harbor yesterday, but the wind kept them above the bridge. They are to sail on Monday, when it is expected that quite a number of the sealers will get away on their voyage to the Behring Sea. The officers of the company are having quite a busy time in outfitting the various vessels, as stores and supplies are now being placed on all the vessels of the fleet, which will include the Carrie C. W., and Fawn, besides the vessels which hunted off the coast.

FOR THE CANNERIES.

Smaller Tugs Leaving to Act as Cannery Tenders.

There will likely be a scarcity of small tugs for local use shortly, for one by one they are going to the canneries. The Sadie left for the Skeena on Wednesday to act as tender to one of the canneries on the big river, the Cleeve is to leave tomorrow for the Fraser, having been ordered home by her owners, the Cleeve Canning company, to act as tender to that cannery; the Clayoquot is also reported to be going in a few days to tender for the Findlay, Durham & Brodie canneries on the Fraser, and next month the Mystery and Constance are to leave for the canneries to act as tenders.

To Be Heard In December

Election Petition Against Earle and Prior to Go to Trial.

Preliminary Objections Now Being Argued Before Mr. Justice Walkem.

Authorities on election law were in demand in Chambers yesterday, when applications in connection with the petition against the return of Messrs. Prior and Earle were made before Mr. Justice Walkem. The first was by Mr. Hunter, K.C., on behalf of the petitioners, asking that the time for hearing the petition be extended, on grounds disclosed in his affidavit. Mr. Hunter showed that George Riley, one of the defeated candidates, was a necessary and material witness, and that he was absent at Ottawa on business which would detain him there for some time. Another cause for delaying the trial, which Mr. Hunter urged, was his inability to secure a certified copy of the voters' list used at the election. The list had been made up from the provincial lists of electors and was in such a fragmentary condition that the clerk of the crown in chancery had so far declined to certify to its correctness, and it would be unsafe for petitioners to proceed to trial without a duly certified list.

Mr. Cassidy, K.C., vigorously opposed the application. He argued that the petitioners had frittered away time and had shown no inclination to join issue with the respondents. They had had ample time since December of last year to prepare their case and collect their evidence, but had neglected to do so. He quoted numerous authorities in support of his argument and urged that petitioners had barred themselves out of court by their own inaction.

The learned Judge did not feel inclined to refuse the application, which would be tantamount to dismissing the petition. He considered, in the interests of justice, that the case should go to trial. Charges had been made and it was in the interests of all parties concerned, the sitting members, the defeated candidates and the electors, that those charges should be sifted, and if corrupt practices had been committed, that the guilty should be punished. The petitioners had had difficulties to contend with and should not be prevented from going to trial on technical objections.

After considerable discussion as to a convenient date for hearing the petition, December 2 was fixed.

The next business was the argument on preliminary objections to the petition raised by the respondents, the text of which was published in yesterday's Colonist. The objections to the form and contents of the petition were argued by Mr. Cassidy at some length. Nos. 2, 3 and 4 were held to be technical and having no bearing on the issue, and No. 1 was dismissed on the evidence of Marcus G. Phipps, one of the petitioners, Mr. Cassidy's objections being noted.

The strongest point raised for the respondents was the facts surrounding the filing of the petition. The statute and rules of court direct that when the petition is filed the registrar shall forthwith send a copy to the returning officer and that he shall publish a notice of the filing in a newspaper. This, Mr. Brown acknowledged, he had not done, as he did not know the law, but several days afterwards, and as it was shown after the filing of the preliminary objections in which this neglect to publish was set forth, he was approached and asked to sign a notice, which was afterwards published in the Colonist. This, Mr. Cassidy contended, was a serious and fatal objection.

His Lordship, while not deciding the point, again intimated that he would be guided in his judgment more by the intent of the law than by irregularities on the part of the petitioners or officials, as he felt it was a matter of public policy that these election cases should be thoroughly ventilated.

The arguments occupied the whole day, and will be continued at 10:30 this morning.

TO PLAY SEATTLE.

Intermediate Lacrosse Team Arrange for Game in Sound City.

The Victoria Intermediate Lacrosse club have arranged to play the Seattle lacrosse team in the Puget Sound city on the 22nd inst., if the Seattle boys will agree to certain conditions proposed by the Victoria team. A good practice was held previous to the meeting, and the team will be in fine trim by the time settled for the game.

Along the Waterfront

Two C. P. N. Steamers Sail To-night—Miowers Due from Australia.

C. D. Rand in James Bay Ready to Start for the Behring Sea.

(From Thursday's Colonist.)

Yesterday was not a busy day on the waterfront. The steamers Tees and Queen City were there preparing for their sailing to-night, but little freight was received for them yesterday, it being the customs of shippers sending freight to northern British Columbia ports and to the West Coast, to ship on the day the steamer flies her blue peter. The West Coast steamer will have a number of passengers, among them Messrs. Jacobsen and Binns for Wreck Bay, where the rich black sand claims are being worked. Mr. Jacobsen, who is operating a claim there with his partner was showing a small bottle of gold to his friends yesterday, containing gold dust to the value of about forty cents, the proceeds of one small pan washed at Wreck Bay shortly before he left. Several botanical students bound to the Port Renfrew station will also be among the passengers of the steamer. The Tees, which leaves tonight, will have a small passenger list.

The first schooner of the sealing fleet to sail, was hauled into James Bay yesterday afternoon. She was the C. D. Rand, in command of Capt. Searle, and will proceed to Quatsino on the West Coast for her hunters. When the last news was received from Quatsino, the tribesmen were away at a potlach given by the Nawittles at the extreme north of the island, but it was expected that the celebrants would have returned before the arrival of the C. D. Rand. Other schooners are being hauled into the wharves in the upper harbor, and several will sail about the end of the week.

The dredger Mudlark, which has been picking up the rock which was blasted out last winter abreast of Brackman & Ker's wharf, was towed into within a short distance of the Hudson's Bay wharf yesterday by the Princess, and she is now deepening the harbor there.

ICE IN BEHRING SEA.

Steamer Lakme Reports It Packed Across Forty Miles South of St. Paul Island.

Steamer Lakme reached Tacoma from Bristol bay, on Tuesday, and she reports a very late spring in the North. The ice is packed across Behring sea forty miles south of St. Paul island, and will probably remain there until the wind veers to the south and drives it back north.

When the Lakme sailed, May 29, the steamers Jeanie and Nome City were cruising south of the ice pack, awaiting an opportunity to venture on. The steamers Homer and Dora put back to Dutch Harbor, with the intention of sailing the minute the wind veered, each vessel being ambitious to be the first at Nome. A fleet of sailing craft and small vessels were congregated in Dutch Harbor, some of which were bound for Nome.

SAILING SHIP EXPECTED.

Blytheswood Expected from Chili—Bark Naiad Arrived at London.

British ship Blytheswood, one of the sailing fleet chartred to load salmon for Liverpool, is looked for shortly from Antofogasta. She sailed from the Chilian port on April 29 for Victoria. The German ship Sixtus and the prop carriers Lazon and Commerce are also expected shortly. The Sixtus sailed from Manila on April 24 for the Royal Roads, being chartered to load lumber at Chemainus. The Commerce sailed from Santa Rosalin on May 28 for the Royal Roads. The British bark Naiad, which was the last of the salmon fleet to arrive, reached London from Victoria on June 3, after a long passage. The Naiad took 46,729 cases of salmon from this port.

MARINE NOTES.

According to advices received in letters from Messrs. Voss and Luxton, their canoe Tilikum is in no way damaged, as was reported. They went out to the Cape twice after sailing from San Juan, but finding heavy winds blowing and the barometer falling on both occasions, they decided to run back, and put into Dodgers' Cove.

Steamer Miowera is expected to arrive at the outer wharf today from Sydney, via Brisbane and Honolulu.

The river steamer Casca, which is preparing for a voyage to St. Michael, will leave for the Yukon from the upper harbor in about ten days. Thomas Adair, her owner, who is now in the city, formerly master of the river steamer Clifford Sifton, and Capt. Cox, will take the steamer to the Yukon, and remain in charge of her on the Northern river. The stern wheeler will go north via the inland waters as much as possible.

Steamer Bristol passed out to sea with coal for San Francisco last night.

Steamer City of Puebla arrived from San Francisco last night. She brought an average number of passengers and a good cargo of general freight, including new fruits and general merchandise, to the extent of about ninety tons for local merchants. She was delayed on her voyage north by head winds.

IMPORTANT TRAFFIC DEAL.

C. P. R. May Operate Cars Into Seattle, and N. P. R. Into Vancouver.

A special despatch to the Seattle Post-Intelligencer from St. Paul says:

"The Northern Pacific and Canadian Pacific are understood to have just perfected a highly important traffic agreement affecting passenger business on the Pacific Coast end of the two systems. By its terms the Northern Pacific is allowed through service into Vancouver, B. C., and the Canadian Pacific, in return for this concession, may operate its trains into Seattle. Negotiations to the end indicated were known to be in progress for the past three months, but not until yesterday were all the papers signed.

"The advantages which are promised to the systems by this agreement cannot easily be appreciated by other than railway officials familiar with conditions on the coast. There is a large and rapidly growing passenger traffic through the North West to British Columbia and Asia. The trans-Pacific service provided by Canadian Pacific steamers, draws heavily upon American travel to the Orient. The west-bound business of the Canadian Pacific represents quite a large per cent. destined for Seattle and points in Washington.

"The full scope of the agreement has not yet been announced. It is known, however, that Huntington Junction has been the vital point of division for the two railway systems. Rates to and from Seattle over the Northern Pacific, and to and from Seattle over the Canadian Pacific will be made at the discretion of the respective systems. The latter, by the new agreement, is said to be allowed a better field for work into Seattle than it entered into in its old agreement with the Seattle & International. The absorption of this road by the Northern Pacific cancelled the old agreement on October 1, and paved the way for the new one. The new agreement will take effect at once."

BADFONTEIN.

On September 4, 1900, a squad of Strathcona's Horse was sent out from the main body, with orders to hold a kopje in the Crocodile Valley, near Badfontein. Through an error they went to the wrong place and found themselves surrounded by some four hundred Boers. True to their orders, however, they refused to surrender, and held the position until every man was killed.

You say we're deteoratin,
Well mebby we are, I can't say;
We're apt to run up against weakiin's
Almost any time of the day;
While as for the Ancients, them fellers
Was always a my'st'ry to me;
You probably know more about 'em
Because I don't read none, you see.

Leonidas? I never seen him
What's Spartans? they're strangers to me,
I never heard tell of that mixup
With the Persians at Thermopylae.
You say they were terrors to wild-cats,
I don't say but what you are right;
But the one thing that I am a-sayin'
Is this—the Stratheonas kin fight.

Just wait till I tell you a story
About what some Strathconas did do:
Them fellers what's dead ain't a-mindin'
What I might be sayin' to you.
If they was alive 'twould be diff'rent.
And I'd mighty soon tell you to walk,
For one thing no western man banks on,
For himself or his friends, that's to "talk."

'Twas up in the Crocodile valley
With the Boers around thicker'n flies,
An' to keep proper track of their movements
You'd need about ten pairs of eyes;
The date was the fourth of September,
I remember it well as can be;
And the name of the place was Badfontein,
'Twas mighty well named, too, you'll see.

The sergeant on outpost was Logan,
His men were West, Wiggins and Jones,
Poor fellows, the grass on that kopje
Is now growin' over their bones;
And Sergeant Jim Brothers was with him,
An' big Trooper Cruikshanks as well,
An' the orders they got was to hold it
'Gainst ev'rything this side o' hell.

A party o' Boers came down on 'em—
They must have been four hundred strong—
An' they laughed 'cause they thought it was easy,
But you bet that they didn't laugh long,
Backed up by the weight of their numbers,
A feller walked up mighty bold,
An' called on them boys to surrender,
An' invited them into the fold.

There wa'ant no mistakin' the answer,
'Twas, "Say, what's the matter with you?
We was sent up to hold this here kopje,
An' that just what we're goin' to do.
An' we ain't got no call to surrender
To you nor no other galoot;
You must think we're of soft-meat persuasion—
Now git back to your lines or we shoot."

He got, an' they all started shootin'
For mebby an hour or more,
An' by this time the kopje's defenders
Could only be reckoned as four;
For Wiggins' an' Jones they was goners,
They was riddled with lead through an' through,
An' the Boers sent a white flag an' asked 'em
What they was intendin' to do.

"Why just keep right on as we're doin',
'Twas you fellers started the fun,
I think we've laid out about twenty,
An' we'll have all the rest 'fore we're done."
The shootin' commenced in a minute,
With never a pause to take breath,
Till all of the bunch except Logan
Was lyin' there stretched out in death.

An' Logan, poor feller, was leakin'
From five or six holes in his skin
When the Boers called a halt while they asked him
If he would surrender, agin.
An' did he? Well no, he just answered
As he wearily wobbled his head,
"Thar's no use to talk of surrender
To a man what's the same thing as dead."

An' he didn't. He died with his rifle
A-bangin' away till the last.
An' he took three or four of 'em with him
As over the River he passed.
Reinforcements came up, but 'twas over;
The kopje was held without doubt,
But no one was left there to tell it—
The whole bloomin' bunch was wiped out.

The Boers said, "These must have been devils,"
An' maybe they thought so, but then
They never deserved that distinction,
Out our way we'd just call 'em MEN.
I ain't got no quarrel with Spartans,
An' prob'bly what you say is right,
The one thing that I was a-sayin'
Was this—them Strathconas kin fight.

A. W. SILLS.

The above spirited lines are by Capt. A. W. Sills, of Montreal, who fought in the war with the Yeomanry, and also acted as correspondent. Mr. H. W. Nonry of this city, formerly of C. Squadron, Strathconas' received a copy from the author.

TWO SUCCESSES.

To Be Presented Here Next Week by the Frawley Co.

T. Daniel Frawley and his company, well and favorably known in this city, are to appear at the Victoria theatre next Monday and Tuesday evenings, in "The Masqueraders" and "Brother Officers." The first of these pieces will be given on Monday evening, and the latter will close the engagement on Tuesday. "The Masqueraders" is one of the greatest plays ever written by a modern dramatist. The author of this unusually fine work is Henry Arthur Jones, who many years ago sprang suddenly into celebrity as the writer of "The Silver King." This famous melodrama, which was probably played to more money than any stage creation of a like character, made the reputations of three men, each of whom is now well known to the English-speaking world. These are E. S. Willard, Wilson Barrett and the author of the play himself. The first of these was the villain of the piece and the second was the creator of the title role. Willard's fame rests almost entirely on Jones' work, for in addition to supplying that star with the material for his first great hit, he has since contributed "The Middleman" and "Judah" to his repertoire. Besides these noted dramas, he is the writer of "The Bauble Shop," "The Liars" and many others. Nothing he has ever done, however, surpasses the intense dramatic interest and skilful construction of "The Masqueraders." Mr. Frawley's production of the play is said to be an especially fine one. It will be interpreted by identically the same company who were with him here last winter, which is of itself a sufficient guarantee that a finished performance will result.

"Brother Officers" is one of the great successes of the present New York season, as well as of last eyar. It was originally produced in London, where it ran throughout an entire season. Seats for the Frawley engagement go on sale this morning at the Victoria Book & Stationery Store.

School Exhibits.—At the meeting of the school board last evening, a committee consisting of the chairman, Trustee Belyea, and the city superintendent was appointed to assist the exhibition committee in drafting a list of competitions in school work to be open to the province.

Open—Ready For Use.

The Guide Book to Health
AND BEAUTY
Value $2.00, is given free with every one of our 1903 VAPOR BATH CABINETS. It tells how to live, what to eat, etc., in order to maintain Perfect Health. We invite you to call and inspect them. Booklet for the asking.
Cyrus H. Bowes
Chemist,
98 Government St., near Yates St., Victoria, B. C.

Reservation of Crown Lands

Areas Set Apart for Encouragement of the Word Pulp Industry.

Other Matters of Interest From the Weekly Provincial Gazette.

Notice is given in the current issue of the provincial Gazette that all the unappropriated crown lands within the areas given below are reserved from preemption, sale or other disposition, excepting under the mining laws, for two years from date, to enable the Industrial Power Company of British Columbia, Limited, to select therefrom timber limits for wood pulp and paper manufacturing purposes, as provided by an agreement entered into on the 6th of June:

Area 1.—All the surveyed land on both sides of the river at the head of Wakeman Sound.

Area 2. Commencing at the west boundary line of the Indian reserve on Nimpkish river; thence along both sides of the river to the lake, with a width on each side of the river of 40 chains.

Area 3.—Extending from the head of Queen's Reach, Jarvis inlet, ten miles up the river, with a width of one mile on each side of each branch thereof.

Area 4.—Extending from the head of Robson Bite, Johnson strait, three miles up the river, with a width on each side of half a mile.

Area 5.—Extending for five miles up Adam's river, Johnson strait, from its mouth, with a width on each side of one mile.

Area 6.—Extending from the junction of Putchay or White river with Salmon river for a distance of ten miles up said White river, with a didth on each side thereof of one mile.

Area 7.—Commencing at a point where the 51st parallel intersects with the coast line of British Columbia; thence east on said parallel to a point north of Embley lagoon; thence south to said lagoon; thence south and west following the channel between Kinnaird Island and Pandora Head; thence south and west along centre of Wells Passage to the Queen Charlotte sound; thence northwest to point of beginning.

Area 8.—Malcolm Island.

Area 9.—Gilford Island.

Area 10.—Commencing at the head of Pitt lake; thence up the river at the head of said lake for a distance of five miles, having a width of half a mile on each side of said river.

The Lieutenant-Governor in Council has been pleased to order that the crown grant, dated 22nd August, 1893, conveying naval reserve lands at Burrard inlet and English bay, New Westminster district, to the Lords Commissioners of the Admiralty, be released from all restrictions and exceptions whatsoever therein.

Tenders are being called for the completion of the Cumberland school house. They will be received up to the 29th inst.

Thomas Brown, of Sandon, has been appointed deputy mining recorder for Sandon, vice J. J. Godfrey.

The Cedar Canyon Gold Mines, Limited; the Cherry Creek Copper King Mines, Limited; the London and Richelieu Mining and Smelting Company, Limited; the Nicola Coal Company, Limited; the Northern Development Company, Limited; the Western Steamboat Company, Limited, and the Yukon Trading Company, Limited, have been incorporated, and the following extra-provincial companies have been registered: Cumberland Hydraulic Mining Company and the German Mining and Milling Company.

Little Bros., boot and shoe dealers of Nelson, have assigned.

During the absence from the city of Hon. J. D. Prentice, the Hon. W. C. Wells is acting as provincial secretary and minister of education.

John Peck, of New Westminster, has been appointed chief inspector of steam boilers and machinery for the province.

PORT ROYAL DISASTER.

Priest Insists that Some of the Entombed Men Are Still Alive.

West Newton, Pa., June 12.—Another explosion took place in the Port Royal mines this afternoon in No. 2 shaft. It sent up a whirlwind of oil, dust and smoke, and proved conclusively that the gas is still acting in the mines.

It will probably be tomorrow afternoon before the mine inspectors can get together for the purpose of deciding as to the advisability of making another attempt to recover the dead in the mine before flooding it. Coroner Wynne, of Westmoreland county, commenced an inquiry into the cause of the disaster at this place. Rev. Father Carroll of Smithton, insists that some of the men in the burning mine are yet alive, and asked tonight that he be permitted to lead a relief party.

THE B. A. C.

Compulsory Winding Up Order Made by Court.

London, June 13.—In the King's Bench court today a compulsory winding-up order was made against the British-American Corporation.

The shareholders of the B.A.C. agreed at a meeting on June 3 to go into voluntary liquidation. The corporation was closely connected with the London & Globe Finance Corporation, Limited, the suspension of which in December last caused so much excitement on the London Stock Exchange. Lord Dufferin was a director of the British-America, as well as of the London & Globe Corporation.

FISHERMEN DROWNED.

Wreck of Schooner Czar Off Newfoundland Coast.

St. John's, Nfld., June 13.—The schooner Czar, bound to Labrador with fishermen and their families, 70 persons altogether, went ashore on Cabin Island, on the north coast of Newfoundland, in a dense fog and gale on Sunday night. Four men were drowned and six others were injured, but the women and children were all landed safely. The survivors were on the island two days without food or shelter. Then another vessel, passing toward Labrador, sighted their distress signals.

NUTRIMENT IN SNAILS.

Parisians Think Garden Variety Equal to Oysters.

Snails are not only regarded as a great delicacy in Paris, but are reckoned as very nutritious. Hygienists say that they contain seventeen per cent. of nitrogenous matter, and that they are equal to oysters in nutritive properties. Nearly one hundred thousand pounds of snails are sold daily in the Paris markets. They are carefully reared for the purpose in extensive snail gardens in the provinces, and fed on aromatic herbs to make their flavor finer. One snailery in Dijon is said to bring in to its proprietor $5,000 a year.

Backache is almost immediately relieved by wearing one of Carter's Smart Weed and Belladonna Backache Plasters. Try one and be free from pain. Price 25 cents.