OYCOTTING PAN-AMERICAN.

ormed Presbyterians Advise Their People to Stay Away from Exposition.

ittsburg, June 1.—A feature of the session of the Reformed Presbyterian assembly was the report of the committee on the Sabbath, which was discussed with interest and adopted. Item of the report, concerning the attendance at the Pan-American at Buffalo, ught out "the needlessness of this at sin of keeping open the exposition the Lord's Day." The report concludes as follows: "As a synod we protest against this violation of the Christian conscience of this land, and we ask our people to stay away from any attendance of this exposition on any day the week."

AYNE MINE IMPROVEMENTS.

d Garde, of the War Eagle, Becomes Its New Manager.

ossland, May 30.—Fred C. Garde, of engineer of the War Eagle and atre Star mines, has been appointed nager of the Payne mine at Sandon. will assume the duties of his new e next week. The Payne company l build a concentrator and install a pressor plant, thus doing away with hand labor that has been the rule etofore. Mr. Garde was popular in ssland, particularly among the baseall enthusiasts, because of his efforts to mote the diamond game.

A PERILOUS LEAP.

nch-Canadian Jumps From Victoria Jubilee Bridge to River.

ontreal, May 31.—Arthur Dionne, a ng French-Canadian, jumped from the nest pier of the Victoria Jubilee bridge e yesterday afternoon, a distance of 90 t. to the river below, where there was y 12 feet of water. He was uninjured. intends now to jump from the Brooklyn dge, and will tour the United States h Louis Cyr and Ronaldo, Canadian and erican strong men.

CHINESE COMMISSIONER.

dying Occidental Methods With a View to Adopting the Best.

an Francisco, Cal., June 1.—Among passengers landed from the City of n yesterday was Loo Chin An, a nese dignitary who is a taotai, or missioner of commerce. Loo Chin has been commissioned by the govment to visit the United States and mine into its comercial history and thods with a view of adopting whatr may be good in them for the Cetial kingdom.

EXPLORERS KILLED.

ench Travellers in Peru Assassinated by Italian.

New York, May 31.—A dispatch from ma, Peru, to the Herald, says that a gram from Cuzo received there annces that the French explorers, M. raux and Lemonier, have been assinated by an Italian named Gianane, the Valley of Convecion. Gianane s afterwards killed by savage Ins. No particulars of the tragedy ve been received.

BUILDING COLLAPSED.

ildren Injured by Fall of Tenement in New York.

New York, May 31.—A large portion of e sidewalks and nearly all of the rear ll of a four story tenement at 609 ird avenue collapsed early this morng. There were eighteen persons eep in the house when the walls fell. of them escaped unhurt except two ildren, who were badly bruised. Firen were called to the accident.

ANARCHISTS ARRESTED.

spected of Designs on the Lives of Spanish Ministers.

Madrid, June 1.—As a result of adces from the Marseilles police, two narchists have been arrested here, one Spaniard and the other an Italian. It rumored that they had projects against e Spanish ministers. The Italian, who nfessed that he was an anarchist, said e was going to America.

GUILTY OF MANSLAUGHTER.

Two Nova Scotians Pay the Penalty for Drunken Quarrel.

Guysboro, N. S., May 31.—Henry Keay nd Thos. Carey, two young men, were esterday found guilty of manslaughter ith a recommendation to mercy, for aving caused the death of Edward 'Connor, a companion, 25 years old, on arch 11th, as a result, it is supposed, f a drunken quarrel.

OFFICER DISGRACED.

Received Money to Influence His Official Actions.

Mobile, May 31.—A sealed verdict in he bribery case against former captain nd quartermaster Cyril W. King, U. S. ., returned Thursday night, was opened d in the United States Circuit court today. It finds him guilty as charged of eceiving money with intent to influence is official actions.

BONNAL DECORATED.

Emperor William Gives Him Further Proof of His Favor.

Berlin, May 31.—Emperor William has ecorated General Bonnal, director of he French War school, with the crown rder of the first class and has bestowed n Col. Gallet the crown order of the econd class.

ANOTHER TRUST.

t Acquires Chemical and Spirit Company in Indiana.

Evansville, Ind., May 31.—A telegram was received here last night announcing he American Chemical and Spirit Co. of his city had gone into the hands of a New York trust. The plant will be losed and four hundred men will be thrown out of work. The factory is the nly one of its kind in the West.

THE KING KILLER ABROAD.

Barcelona, June 1.—It is said that the captain-general has been warned of a foreign anarchist plot to kill the King and Queen Regent.

Methuen At Zeerust

Garrison Relieved After Siege of Several Months, and Food Supply Short.

Energetic Boer Chief Captured—Public Uneasiness Because of Scanty News.

London, June 3.—The war office is making no effort to allay the public uneasiness occasioned by the scantiness of the news from Africa. Nothing has yet come through to illuminate the Vlakfontein affair, the only dispatch on the subject since the first official announcement being a three line message from Kitchener issued this morning giving the names of three additional officers killed.

Details received of the relief of Zeerust, Transvaal, May 22nd, by Gen. Methuen, show the town was besieged practically for several months, and that its food supply was short.

A dispatch from Pretoria announces that the constabulary have captured Abram Malan, son-in-law of the late Gen. Joubert. Malan was an energetic, progressive, politician before the war, and since it began he has been very active against the British, and filled several important commands, including that of Pietersburg, until the British occupied the place.

Anxious for News.

New York, June 3.—A special to the Tribune from London says: "The uncertainty with regard to recent operations in South Africa is causing a good deal of uneasiness in this country. It is believed that owing to a recent warning from Gen. Kitchener as to giving news to the public the home officials have suppressed all the news he has forwarded.

"Meanwhile the daily list of causalties are studied, but these lists do not fully denote the actual number of deaths of British soldiers caused by the war. At the present moment all the military hospitals in the United Kingdom are crowded with patients, a large number of which are suffering from enteric fever contracted in South Africa."

ALEX. HENDERSON A JUDGE.

Ex-Attorney-General Gets Vancouver Appointment—New Inspector of Penitentiaries.

Ottawa, June 3.—At a meeting of the cabinet to-day an order-in-council was passed appointing G. W. Dawson, ex-M. P., and recently Liberal organizer for the province of Ontario, to be inspector of penitentiaries at a salary of $2,400. There are now two inspectors. Douglas Stewart is the other one.

George Taylor, barrister, Bothwell, has also been appointed magistrate at White Horse in Yukon.

There are 250 machine wood workers, 200 carpenters and 50 tinsmiths on strike here for higher wages and for shorter hours. There is a probability of the stonemasons, bricklayers and plasterers following suit, as they will probably refuse to handle material from men who take the place of those on strike.

At to-day's cabinet meeting Alexander Henderson, ex-Attorney-General of British Columbia, was appointed judge at Vancouver. This is one of the judgeships for which an appropriation was taken last session.

A TARTE TELEGRAM.

Vancouver City Council Received One—Canners and Fishermen in Conference.

Vancouver, June 3.—In response to a resolution of the city council protesting against the alleged faulty construction of the drill hall, the following telegram was received this morning by City Clerk McGuigan from Hon. J. Israel Tarte:

"Vancouver city council has nothing to do with Dominion public buildings, and I shall certainly not allow any outside interference with works under my control. I am giving orders to that effect to-day."

Salmon canners and fishermen are in session in Vancouver to-day.

THE FRASER.

Soda Creek, B. C., May 31.—The river rose 1½ inches last night. The weather is cool.

Yale, June 2.—River at 10 o'clock was 20 feet 2 inches above low water. It has fallen 4 inches since this time yesterday.

Quesnelle, B. C., June 2.—River fell 6 inches last night. Weather cold and clear.

Soda Creek, June 3.—River has fallen 4 feet since Friday morning; weather cool.

Yale, B. C., June 3.—River 37 feet 6 inches above low water. It has fallen 20 inches since yesterday.

Quesnelle, B. C., June 3.—River fell a foot last night.

Soda Creek, June 3.—River fell about a foot last night; weather cool.

MORGAN'S GIFT.

New York, June 3.—J. P. Morgan has presented the museum of the arts of decoration of Cooper Union with the Body collection of Barcelona, the Rieves collection of Madrid, and the Baron collection of Paris. These collections include examples of textile fabrics and designs from the middle ages to the present, and are said to be three of the most valuable collections in Europe.

A SPRAINED ANKLE QUICKLY CURED.

"At one time I suffered from a severe sprain of the ankle," says Geo. E. Cary, editor of the Guide, Washington, Va. "After using several well recommended medicines without success, I tried Chamberlain's Pain Balm, and am pleased to say that relief came as soon as I began its use and a complete cure speedily followed." Sold by Henderson Bros., Wholesale Agents.

WAGES ADVANCED.

Generous Action on the Part of the National Tube Co.—Other Labor Strikes.

Youngstown, Ohio, June 3.—The National Tube Company of the United States Sttel Corporation to-day voluntarily advanced the wages of the 425 workers in the Youngstown plant an average of 17½ cents per day.

Newport News, Va., June 3.—In accordance with the plan announced several days ago about three hundred machinists struck to-day at Newport News shipyard.

Hartford, Conn., June 3.—Eighteen hundred of the men who have been on strike here returned to work in six machine shops this morning. The company have granted the demands for a nine-hour day with ten hours' pay, also agreeing to recognize local shop committees, but not the union committees.

Newark, N. J., June 3.—The Crocker Wheeler Electric Company at Ampere resumed business to-day with non-union men in place of machinists, who are on strike. Any of the old men could come back, an official said, provided they were willing to accept the old hours and rates of pay. There was a big crowd of strikers at the works this morning, but no disorder of any kind was reported.

Tragedy at Golden

Hon. Frank Lascelles, a Rich Rancher, Shoots and Kills Chinese Cook.

Medical Examination Demonstrates His Insanity—Committed to Asylum.

Golden, B. C., June 3.—The saddest tragedy that ever occurred in this valley was the one which took place at the residence of Hon. Frank Lasceles, Thunder Hill, on the morning of Wednesday, May 29th, when that young man, laboring under delusion that some one was outside his house waiting to force an entrance, shot and instantly killed his Chinese cook. Some time past he has been brooding over a fancied insult to him in connection with his being called to give evidence in Magistrate Scovill's court in a dispute over a horse, and since that time he has been much unsettled.

Tuesday night he could not sleep and during the night developed signs of insanity. A man named Kimpton tells of how he stood in a room across a hall from the maniac unable to shut the door or get to the window. He heard Lascelles announce that after counting five he would shoot the first man he saw. He stood and heard the shot fired from a shotgun at a distance of two feet into the Chinaman's brain, and heard the language used by Lascelles to the now inanimate form of his fancied foe.

Kimpton then made his escape, rode to Windermere and notified the officers. Officer Cameron and Coroner Elliott with Kimpton drove out to Lascelles's place to take him into custody and hold an inquest. They met Lascelles flourishing a loaded Smith-Weston. Cameron disarmed him and placed him under arrest.

The inquest was held Wednesday evening, and the prisoner afterwards taken to Golden. On arrival at Golden an examination of Mr. Lascelles was made by Drs. Elliott and Taylor, and a certificate of insanity signed by them and a commitment to the asylum at New Westminster was made.

Special interest is taken in this occurrence owing to the prominence of Mr. Lascelles's family. Mr. Lascelles holds the controlling interest in the Upper Columbia River Navigation & Tramway Company, and is possessed of large private means.

(Additional details of the above are contained in another column, under provincial news.)

RISE IN MEAT MARKET.

Sharp Advance This Morning on Butcher Stalls in New York.

New York, June 3.—The butchers of this city have announced an increase in the price of meats. The increase will go into effect this morning. The wholesalers have increased the price of carcases to 8¾ and 9 cents a pound; an increase of about one cent over ruling prices. Retail will be advanced as follows: Sirloin steaks advanced from 16 and 18, to 18 and 20 cents a pound; porterhouse from 20 and 22 to 22 and 25 cents; round steak from 16 to 18 cents a pound, and roasts from 11½ and 17½ to 12½ and 18½ per pound. Veal remains the same, but lamb is scarce and higher.

A LIBERAL GAIN.

Opposition Majority Increased in North Essex.

London, June 1.—The election in the North or Saffron Walden division of Essex for a successor in the House of Commons to Armine Wodehouse, Liberal, deceased, has resulted as follows: J. A. Pease, Liberal, 3,994; C. W. Gray, Conservative, 3,202. Liberal majority, 972. At the last election the Liberals majority was 110, showing a Liberal gain of 682 votes.

PHILIPPINE CONDITIONS.

Worse Than Before the War—To Be Brought Up in Spanish Parliament.

Madrid, June 3—Among those who were recently elected to parliament were three Filipino residents of Spain. They purpose to bring up the question of the condition of the Philippines, alleging that the situation is worse than before the war.

SOUTH AMERICAN NERVINE makes the whole system radiant in perfect health, it accelerates circulation, enriches the blood, penetrates to the very centres of nerve force, builds tissue, makes and keeps people well. This wonderful remedy has had a charmed experience and has done its greatest work in cases that the medical fraternity had pronounced hopeless. Sold by Dean & Hiscocks and Hall & Co.—140.

Rev. P. H. McEwen, formerly pastor of the Emmanuel Baptist church, of Victoria, arrived in the city a few days ago.

Freight at White Horse

Large Quantities of Perishable Merchandise Blocked in Transit and Spoiling.

A Disputed Claim For Damages in Repair of Quarantine Wharf.

Inspired doubtless by the actions of the unions on the American side, the boilermakers of this city have made a demand for shorter working hours. They have resolved that on all work received from the American side nine hours should constitute a day and $3.50 the union scale of wage for the same. On all old work coming from the other side the pay should also be $3.50 per day, and the working day eight instead of nine hours. Furthermore, overtime should receive double pay, according to the work performed. On this latter demand there appears to be some differences between the employers and the men. The former contend that all overtime should be paid for on the basis of the nine-hour a day rate, while the latter ask that their pay be regulated according to the work on which they are engaged. The United States cutter Grant is the first vessel coming under the new regulation. She is being repaired on the ways of the Star shipyard in the upper harbor. On her contract the demands of the men are being acceded to without any friction.

In regard to the Garonne work, rumor has it that there is a possibility of the ship being brought over here and repairs on her carried out by non-union mechanics. In this respect Frank Waterhouse, whose company owns the Garonne, said in Seattle the other day that no overtures had been made to him by a Victoria firm, looking to the return of the steamer there and the completion of the work.

"The damage," he stated, "has been done already, when the union refused to allow the work to be done on the Garonne. We brought the steamer here (Seattle) and put her out of commission. I do not know as I would care to send her back again."

Rates to Skagway have been restored to what they were prior to the rate war. Transportation companies have entered into an agreement respecting the management of the Skagway business, and hereafter the only steamers of the American flag in the trade calling at Victoria or at Vancouver will be those of the Pacific Coast Steamship company. The Islander, which left here for the North this morning, will be the first sailing under the new provisions. Passengers booking on her from here are exempt from the increased charges, but those embarking to-day at Vancouver, who left the purchasing of their tickets until the last hour, will be obliged to pay $25 instead of $10 for first class accommodation. Second class tickets will be sold for $16, as heretofore. These are the terms of settlement which the companies, after a vigorous fight, lasting over several weeks, arrived at at a meeting held in Vancouver yesterday. The agreement provides that Dodwell & Co., operating the City of Seattle, Victorian and other clipper ships, will remain out of the Canadian business. The Pacific Coast Steamship company, on the other hand, will be allowed to run as many steamers as they deem warrantable between the Sound and either Victoria or Vancouver and Skagway. The company, as stated in yesterday's Times, control very strong shipping business in the North, and their Southern railway connections are such as to make them a most formidable rival. They have been taking the initiative in the rate war, and the present settlement reached between the different companies may be considered a complete victory for them, as they have lost nothing in the way of business. The war, however, was exceedingly hard on many of the smaller companies, and had it continued much longer, would have driven them from the field of operations, for it is expected that this year the bulk of the Klondike trade will be done during June. So long as the cut rates continued vessels could not be operated at a profit, although from all points the exodus Northward has been very large during the last few weeks.

According to the Vancouver Province, since Dodwell & Co. received notice from the Union Steamship company about one week ago that in future none of their vessels could make a landing at that wharf, there had been a great deal of speculation in the minds of the general public as to what action the American company would take in the premises. Some even went so far as to venture the opinion that being shut out from wharfage privileges at Evans, Coleman & Evans's and later on from the wharves of the Union Steamship company, nothing remained for the Dodwell people but to withdraw from the port. A day or two ago Frederick Marvin, Dodwell's agent there, the Province states, was on the eve of concluding arrangements with Capt. MacKenzie whereby all freight secured for the North for shipment via the steamer City of Seattle should be lightered from False creek to the vessel as she lay at anchor in the water of English Bay.

Hundreds of tons of freight have accumulated at White Horse with little or no prospect of being forwarded to its destination before navigation opens, and this is not looked before the 10th of next month. Much of the freight is perishable merchandise, such as new fruit and vegetables, and has already spoiled. This is the news furnished a Times representative by a northern steamship representative this morning. Large quantities of perishable goods are continually going forward from the Sound, and considerable has been shipped from Victoria and from Vancouver, but none of it has got beyond White Horse, and some of it will never get farther in transit than that point. Shippers have been induced to make early shipments because of the cheap rates, fearing that at any time these will be advanced. Negotiations are now in progress between the C. P. R. and the Dodwell companies with the object in view of restoring old rates, and some decision in the matter, it is expected, will be reached to-night, but, according to the Times' authority, it is very problematical whether the Pacific Coast Steamship Company will agree to the re-establishing of the old rates, having only recently extended the breach between the companies by reducing the Skagway fares to $5. The company have, it is claimed, more to gain in the war than to lose. It enjoys the advantage over its rivals of a big subsidy for carrying of mails and contracts sufficiently ahead to give their steamers employment throughout the entire season. The Skagway end of their business is therefore only a minor consideration, and they can well afford to offer competition on the route and thus keep their rivals out of the Alaskan business.

Diversified opinions are entertained in regard to the opening of navigation on the Yukon waterways, but the conjecture that it will not open until about the 10th is the belief of several of those best familiar with it. The ice on Lebarge usually breaks up very suddenly, and a strange phenomen in connection with its disappearance is that it generally sinks, being probably carried beneath the water by currents caused by a sudden flood. Last year it disappeared in a night.

NORTHERN NEWS.

An interesting budget of news was brought from the North by the steamer Princess Louise on Saturday evening. From reports received by the steamer it is learned that the spring run of salmon on the northern rivers has been a failure, only two canneries having put up any fish, these being Herman and the Skeena River Packing companies. Each put up a pack of 100 cases. By Saturday last all the cans were to be ready, and the average number of these will give to each cannery, if filled, a pack of 12,000 cases. The big run of salmon is looked for on or about June 15th, and preparations have been well advanced in anticipation. The water in the Skeena is rising very rapidly, and the steamer Caledonia is said to be held prisoner above the canyon, unable to descend the river farther than that because of the high state of the river. The Hazelton, which only recently went North, has been revolutionizing navigation on the river, having just established a record for herself by completing the round trip in four days. The 24th of May was celebrated in a right royal fashion along the river. The canners participated in a general picnic, and concluded the day's sports with a dance in the evening. The events of the day, however, came near being marked by a sad fatality. A salute was fired at noon, but in the discharge of the cannon the piece of ordinance exploded. The cannon was a very old one, having been used by the Hudson Bay Company in the pioneer days of 1837. Fortunately no one was injured. The Louise brings advices of a big fire at Rivers Inlet on the 29th of last month, when the Victoria cannery came within an ace of being destroyed. The conflagration wiped out Manager Grant's residence, the foreman's house and several small buildings.

STEAMER REACHES DAWSON.

Steamer Victorian has brought to the Sound Klondike telegraphic advices stating that the river steamer Bailey arrived May 23rd at Dawson from the lower end of Lake Lebarge. She was the first vessel to reach Dawson from the upper river, and her welcoming whistles drew hundreds of Klondikers to the water front of the gold metropolis. The Zealandia arrived at Dawson from Lebarge May 24th. Two days previous the steamers Clossett, Anglian and Bonanza King left Dawson for up-river points.

While ice still covers Lebarge, it had begun to break on the lower end of the lake when the Victorian left Skagway, May 28th.

John Dolan was drowned in the Yukon on the water front of Dawson May 25th, according to a telegram received at Skagway. He was trying to pass from one scow to another, when he slipped and fell into water beyond his depth.

FOR WEST COAST.

Some important consignments of freight were shipped on the steamer Queen City to the West Coast on Saturday evening. They included an assay plant for Wreck Bay and machinery for the mines along the Coast. The steamer carried as passengers: Col. Hayes, Curtis Pyle, H. E. Newton, S. Price, Capt. J. A. Anderson, W. West, for Seechart; Capt. Huff, L. J. Peaks, W. T. Horne, Mrs. Logan, Miss Mackenzie, for Alberni; Capt. Thompson and T. J. Norgar.

THE ISLANDER AWAY.

Steamer Islander sailed for Vancouver en route to Skagway at 8 o'clock this morning. Considerable space has been left on board the vessel for the Vancouver agents to fill, and when the ship proceeds north from there to-day she will have all the cargo she will be capable of carrying. Her passenger accommodation will also be all taken up. A good number went north on the steamer from Victoria. The list included W. Snider, A. Davis, C. Jones, Thomas Elliott, J. M. McGregor, L. Cousins, G. P. Danover, J. Anshort, R. and E. S. Wilkinson, M. Walker, Mrs. William, Mrs. Brown, A. Hall, A. J. Dods and J. McDonald.

SHIP YARD FOR NANAIMO.

Nanaimo, June 3.—A company is being formed here to establish a shipbuilding yard for ships of large tonnage. It is reported that twenty-five thousand dollars has already been subscribed, but it will require sixty thousand to build one vessel of eight hundred tons. The promoters hope to carry the scheme to completion within a few months.

Nanaimo Miners' Union on Saturday night adopted a resolution advising South Wellington locked-out miners to take work wherever they could find it. Subscriptions are to be taken up here next pay day for Alexandra men. Ralph Smith, M. P., secretary of the union, severely scored Lionel Terry, secretary of Alexandra Miners' Union, for preventing a settlement of the trouble. Terry is black-listed by the Wellington Colliery Company.

40 GEMS, 10 CENTS.—Dr. Agnew's Liver Pills cure all troubles arising from torpor of the liver. Easy and quick, banish Sick Headache, purify the blood and eradicate all impurities from the system. The demand is big. The Pills are little, easy to take, pleasant results, no pain. 40 in a vial, 10 cents. Sold by Dean & Hiscocks and Hall & Co.—141.

Watchmen of The World

A Loyal Briton's Rhapsody on the Royal Navy of the Empire.

Its Perpetual and Sleepless Patrol Through the Seas of the World.

There is surely high inspiration in the thought that of all the mighty civilizations that have emerged in these latter days, there is none that dare claim the comprehensive title given to this paper without fear of contradiction, save the British. For the function of the watchman is to keep the peace, to restrain lawlessness, to bring evil-doers to justice, and to hold himself unspotted from even the tiniest speck of injustice. At least these should be his functions, and if they seem to be counsels of perfection, the aiming thereat with persistent courage is continually bringing them nearer a perfect realization. And if this be so with individual watchmen, it is infinitely more so with those typical watchers of the empire, of whom I would now speak, the splendid, ubiquitous and ever-ready British navy. It would be an uplifting exercise for some of us, widening our outlook upon life, and enlightening us as to the majestic part our country has been called upon to play at this wonderful period of the world's history, if we were to get a terrestrial globe, a number of tiny white flags, and a list of positions of all our men-o'-war. Then by sticking in a flag for every ship wherever she was stationed or on passage at the time, we should have a bird's-eye view, as it were, of the "beats" which our Empire watchmen patrol unceasingly.

On the Great Middle Sea.

From end to end of the great Middle Sea wherein we hold but those dots upon the map, Gibraltar, Malta and Cyprus, whose shores bristle with hostile populations, our stately squadrons parade, not on sufferance but as a right, none daring to say them nay. Their business is peaceful—although they have enormous force ready to use if need be—the duty of keeping Britain's trade routes clear, that the shuttles weaving the vast web of world-wide trade that we have built up may glide to and fro in security, even though envious nations gnash upon us with their teeth and vainly endeavor by every species of chinnery and underhanded meanness to rob us of the fruits of centuries of industry. In Mediterranean countries alone are our ships of war heartily welcome. Italy and Greece remember gratefully our constant friendship. Italians of all classes are acquainted with the practical goodwill of Great Britain, and so man-o'-war Jack is sure of a warm reception throughout that lovely country.

Not that the manner of his reception troubles the worthy tar at all. Oh, no! The keynote of the chorus that is perpetually being chanted in the British navy is "duty." The word is seldom mentioned, but better than that, it is lived. It enables the sailor to spend unmurmuringly long periods of absolute torture in the blazing furnace of the Persian Gulf, an oven that while it burns does not dry; where the soaking dews of the night lie thickly upon the decks throughout the scorching day, and are not dispersed because the molten air is overloaded with moisture, and life is lived in a vapor bath. Here you will find the young men of gentle birth who govern in our fighting-ships, forgetting their own physical miseries in the brave effort to make the severe conditions more tolerable to the crews they command. Do their dimmed eyes often in the steaming night turn wistfully westward to the cool, green English countryside, where the old home lies, embowered amid the ancestral oaks? Why, certainly, but that does not make the young officer's zeal any weaker, does not damp his ardor to sustain the great traditions which are the pride and glory of the service to which it is his greatest delight to belong.

A Visit to H. M. S. London.

Or creep down the coast of East Africa, throbbing, palpitating under that fervent heat-glare, and see the St. George's Cross proudly waving over the sterns of the gunboats set by Britain to quell the blood-thirsty Arab's lust for enslavement. Here is manifested such devotion to an ideal, albeit an ideal is never formulated in so many words, as should stir the most prosaic, matter-of-fact minds among us. I well remember—could I ever forget?—a visit I once paid to H. M. S. London, sometime depot ship at Zanzibar. It was a privilege that I valued highly, not knowing then that with a high courtesy our country's men-o'-war are always accessible at reasonable times to any citizen who would see with his own eyes how his home is defended, and by whom. I was then mate of a trading vessel that had brought supplies from home for the use of the East Indian fleet, and consequently my business took me on board the depot-ship often.

First of all, I was shown the hospital, a long, airy apartment on the upper deck, kept as cool as science could devise in that burning climate, and fitted with all the alleviations for sickness that wise skill and forethought could compass. Here they lay, the heroes of the long, long fight, the never-ending battle of freedom against slavery, the men who had left their pleasant land for service under the flag of England against a foreign foe; yes, and far more than that. For we know that they who fight in the deadliest combat with lethal weapons are upheld and swept onward by the fierce joy of strife; so that death, when it comes, is no terror, and fear vanishes under the pressure of primitive instincts. But here there is no glitter, no glamor of battle. Forgotten by the world, unknown to the immense majority of their countrymen, these Britons suffer and die that the fair fame of their country may live. There, in that miniature hospital, on board H. M. S. London, I saw a row of pale, patient figures, their faces drawn and parchment-like with fever, the deadly malaria of that poisonous coast, while among them passed silently doctors and sick-bay attendants, each doing his part in the universal warfare. Passing thence to the main deck, I came across a bronzed, busy group, hoisting up a steam pinnace that had just returned from a cruise among the slimy creeks and backwaters of the mainland and adjacent islands, busily seeking for hunters of human flesh.

The Tricolor Over the Slave Dhow.

A dozen men formed the crew, men who had once been white Anglo-Saxons, but were now, after a week's cruise under such conditions as that, so disguised by ingrained dirt, so scorched and dried by exposure to that terrible sun, that they were indistinguishable, save by their clothing, from the Arabs they had been set to watch. They were not happy, because, having chased a dhow, which they were sure was packed with slaves, throughout a day and a night, they had been baffled upon coming up by her hoisting the tricolor of France, the flag of "Liberty, Equality and Fraternity," sold for a few paltry dollars to cover a traffic which the French nation had covenanted to assist in putting down. More than that, a deep gloom pervaded the whole ship on account of their recent loss; a loss which to them seemed irreparable. Their captain, idclized by them all, had been killed while engaged in an act of gallantry typical of the service. He had gone off, like any sub-lieutenant with all his honors to win, in a chase after a dhow, with only a weak boat's crew. The villainous Arabs in the dhow, seeing their advantage, turned and fought desperately. Outnumbered by five to one, and being, moreover, the attacking party, the Britons were beaten off, while a shot from one of the antiquated guns carried by an Arab slaver slew Captain Brownlow on the spot. And all his men mourned him most deeply and sincerely.

But cross over the Indian Ocean, and thread the tortuous ways of the East Indian Archipelago, and you shall find the beautiful white flag with its red cross flying in the most out-of-the-way nooks amid that tremendous maze. Here with never-ceasing labors the highly trained officers of our navy work with loving care to make perfect our geographical knowledge of those intricate, current-scoured channels. By reason of this long-drawn-out toil our merchant ships are enabled to pursue their peaceful way with perfectly trustworthy charts to guide them. Not only so, but owing to the dauntless courage, energy and perseverance of those nameless seafarers, those tortuous waters have been cleansed of those human tigers that had so long infested them, swooping down upon hapless merchantmen of all nations, pitiless and insatiable as death itself.

Bulwark of the Celestial Empire.

Within the lifetime of men of middle age those seas were like a hornet's nest. In every creek, estuary and channel lurked Portuguese, Malay and Chinese pirates, the terror of the eastern seas. Now, solely through the exertions of our countrymen, or by their good example putting heart into the Chinese sailors, those waters are as safe as the English Channel. So, too, have the coasts of China itself been purged of pirates, although there, since every Chinese of whatever grade is a potential pirate or brigand given the opportunity, immunity from piratical raids is only purchased at the price of incessant vigilance. In the far eastern seas, however, our stalwart fighting sailors are more than mere keepers of the peace of Britain; they stand between the crumbling Celestial Empire and the greed of the world. (N. B. This sentence was written before the recent outbreak of hostilities in China.) Ever ready in diplomacy as in war, and with a force always sufficient to command respect as well as breed envy, they make the might of our island nation felt in the affairs of the Far East.

Cross the Pacific, and on the western seaboard of our vast American possessions find a naval station fully equipped for the maintenance of a fleet so far from home. From thence the peace-keepers sally forth all over the length and breadth of Northern Oceania, and all down the western littoral of the great American continent, a mobile body whose business it is to keep widely opened eyes upon all the doings of other people, no matter how great or small they may be. Hailed with delight by dusky populations, who hate impartially the Germans and the French, and look upon the war canoes of the great white Queen of Belitani as the adjusters of disputes and the even-handed dispensers of justice between them—dreaded by the rascaldom of the Pacific, the robbers of men's bodies as well as the thieves of their produce—truly the lads under the white ensign have a wide field in the "peaceful" ocean for their beneficent labors. Guarding that greater England in the southern seas, where men of every nation under heaven find the same security, the same opportunities to grow rich, that men of our own race enjoy; clustering closely around that storm-centre (in a double sense), the Cape Colony; patrolling Western Africa, as well as Eastern, and ready at a word to send off a compact little army into the interior, mobile and manageable as no shore troops can ever be; cruising among the West Indian Islands, as the most northerly American station is cold and arid—the great patrol goes ever on.

Pick and Flower of the British Race.

One does not need to be a rabid Imperialist or a raving jingo to feel in every fibre of his frame the debt that we Britons owe to our navy. These brave, stalwart men, the very pick and flower of the British race, stand continually on sentry on all the shores of all the world, stand to guard our freedom, and so far as one nation may do, strive to secure freedom for all other peoples. We see but little of them, for their parades are not held amid shouting crowds, but on the lonely waters, under an admiral's eye, keen to discover defects where all seems to an untrained observer perfection of power and movement. The'r greatest deeds, done by steady presentation of an unmistakable object lesson to our enemies—that is to say, to a full half of the world, bursting with envy at our comfort and prosperity—are hidden from most of us.

In God's name, then, let us see that we do not forget, amid the security and plenty that we enjoy, the labors of those who are watching, far out of our sight, to see that these blessings are not filched from us. Let the officers and men of the Royal Navy see that they are ever in our thoughts, that "out of sight, out of mind" is not true in their case, but that stay-at-home Britons are fully conscious that the outposts of our Empire, the pickets of our power, are in very truth to be found on board the ships of the Royal Navy, the Watchmen of the World.—Frank T. Bullen.

Amid Boom Of Artillery

Field Marshal Count Von Waldersee Leaves Pekin, Escorted by Diplomats.

Chinese Emperor's Brother Will Apologize For Murder of Von Ketteler.

Pekin, June 3.—The departure of Field Marshal Count von Waldersee from Pekin to-day was marked by a great military display by the allied troops, boom of artillery and the playing of bands. The entire diplomatic body escorted the Field Marshal to the depot. Von Rauch, the aide-de-camp, and nephew of Count von Waldersee, will remain here to escort Prince Chun, the Emperor's brother, to Berlin, where he will formally apoligize in behalf of China for the murder of Baron von Ketteler.

Trouble Between Allies.

Tien Tsin, June 3.—There was a serious affray yesterday between international troops. Some British Fusiliers who were acting as police here and preventing French soldiers from house-breaking, were attacked with bayonets and bricks. The Fusiliers responded by firing into the air. This brought a number of Germans to the aid of the Frenchmen. They numbered together 200 men.

Five Fusiliers fired again. This time killing a Frenchman and wounding three others. In subsequent fighting four Fusiliers, five Germans and one Japanese were wounded. The arrival of a German officer and a strong guard ended the fray.

Personal.

Robert Dods, who has for the last three or four years resided at Honolulu and at other points in the Hawaiian Islands, arrived in the city some time ago. He is well known in the city, having lived here before going to Honolulu. He will leave in a few days for Vancouver for the purpose of entering upon a three months' course in a business college at that city. It is his intention, after having taken his diploma at Vancouver, to leave for Honolulu and commence business on his own account. Mr. Dods had a pleasant trip from the Islands, and was very much astonished upon his arrival at the remarkably improved appearance in Victoria generally. In fact, he stated that the city had changed to such an extent that he could scarcely find his way from place to place. "The block pavement makes a wonderful improvement," he remarked, "while the parliament buildings, the new post office and other new buildings change the appearance of the city entirely. Speaking of business in the Hawaiian Islands at the present, Mr. Dods said that the outlook for the season from the standpoint of sugar plantation owners was very bright. What was a great source of trouble at Honolulu was the continual outbreaking of the plague during the winter. They had had several scares this winter. The smallpox was nothing to be compared to the plague. In Victoria the people were very much frightened at that disease, and some were even now afraid of paying a visit to Albert Head where the cases were treated during the time of the epidemic of that disease in Victoria. According to Mr. Dods, those who are stricken with the plague very seldom recover.

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W. D. McFadden, an old mining pioneer, arrived in the city yesterday and registered at the Dominion hotel. Mr. McFadden, in company with four other mining men, have just returned from making an attempt to reach Pemberton Meadow, a place about 60 or 70 miles from Vancouver. They have some copper claims located at that place, and were going in to them for the purpose of doing a little development work. They, however, found it impossible to reach their destination on account of the depth of the snow, and decided to return and postpone their visit until later in the year. Mr. McFadden having never visited the capital of British Columbia and having heard a great deal of the beauties of the city, decided to return to Seattle by way of Victoria. Speaking of his Pemberton Meadow properties, Mr. McFadden stated that as yet very little work had been done on them with the exception of locating. From what could be seen, the properties, he had every confidence, would turn out well. This year he expected to set two or three men to work, and later, if necessary, machinery will be introduced and work commenced on a more extensive scale. As yet there is only a wagon road to the properties, but Mr. McFadden stated that if the claims turn out as well as expected a tramway will be built to the C. P. R. road, a distance of about 60 miles, and the ore shipped in that way.

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Frank Lloyd, the well known logging man of Westholme, arrived in the city a few days ago and registered at the Dawson hotel. Mr. Lloyd left yesterday for the Sound, his immediate destination it is understood being Tacoma. Here it is his intention to purchase a large boiler for the new mill which he is erecting at the junction of the Lenora and the E. & N. railroad. The boiler will have 100 horse power. Mr. Lloyd, it will be remembered, formerly owned a mill at the same place, but the Lenora company purchased it from him and removed it to Mount Sicker some time ago. Since then Mr. Lloyd decided to go into the logging business again, and is now erecting a larger mill than formerly. He has considerable property at that place, and will no doubt be able to keep the mill running by the timber taken from his own land.

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Mr. McCollough, well known in mining circles, who has an interest in some mining properties in the vicinity of Mount Sicker, when asked regarding it this morning stated that men were working on the claims, and from indications the properties were certainly valuable. He was not prepared to say anything further at the present time. Mr. McCollough is staying at the Dominion hotel.

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W. E. Green, of the Strathcona hotel, Shawnigan Lake, arrived yesterday for the purpose of transacting necessary business in the city. He and his wife are registered at the Victoria hotel.