Princess Victoria's Fine Performance

Attained a Speed of Over Nineteen Knots an Hour on Trial Trip.

Magnificent New Ferry Steamer Commences Service to Vancouver.

The palatial steamer Princess Victoria, one of the fastest and best vessels on the Pacific ocean, had her trial trip yesterday afternoon with over 250 guests of Capt. J. W. Troup, superintendent of the C. P. R. steamship service, on board, when she developed a speed of over nineteen knots an hour, and this morning the magnificent C. P. R. steamer left on her first regular voyage to Vancouver, commencing her service between this city and the Mainland port with Capt. Rudlin in charge.

The Princess Victoria left the wharf at the Esquimalt Marine railway at 3 o'clock yesterday afternoon, with flags flying and fires burning under her six boilers, and smoke curling from her three smokestacks. There were over 250 guests on board, including His Worship the Mayor and Mrs. McCandless and Mrs. Bickford, wife of the Admiral commanding on this station—and each one of the coterie of visitors can bear witness to the splendid performance of the liner, which cut through the water at such high speed with the minimum of vibration, and not only can they testify to the achievement of the magnificent steamer, but also to the splendid manner in which J. S. Byron, port steward, saw to the entertainment of those on board.

After casting off her lines at the wharf of the marine railway, the Princess Victoria swung out into Esquimalt harbor, swinging past H. M. S. Flora and the cable repair steamer Iris, and in answer to a similar salute from the new ferry steamer, the warship dipped the white ensign with all due ceremony. Out past Bickford Tower, and under the nose of the hidden batteries on the hills ashore, past the sulking ships swinging peacefully at anchor, the liner swished through the placid sea with growing speed, and then, when the harbor was cleared, there was a little tingle of bells—and it seemed that the steamer fairly leaped forward. She was under full steam.

Forward the wind seemed to blow strongly, yet the day was as calm as one could have wished. The steamer was making the wind as she cut into the sea reeling the miles behind her at the rate of over twenty to the hour—the landscape on the starboard side sliding past like the telegraph posts slipping by the window of a fast train. Overside, a foaming swirl of water broke outward from the bow on either side; but so fine are the steamer's lines that these bow waves were remarkably small for the size of the vessel and the speed at which she was being driven through the water. Astern there appeared to be an almost total absence of the long rollers that remain in the wake of a rapidly moving vessel, and this feature was remarked by all the "old salts" aboard.

Below, deep in the bowels of the steamer, black-faced, coal-begrimed men shovelled Welsh coal from the open bunkers, and the perspiration made little streamlets amongst the coal dust, as the fires grew hotter and hotter. In all the furnaces the flames roared, and in six boilers the steam was kept at its full working pressure, so that the engines were well fed with steam. The big engines worked with great ease, working rapidly and with force, but ever with the least possible vibration. The engine room staff were as proud of the engines as a mother of a child. From Mr. MacGowan, superintendent, and Chief Engineer T. G. Mitchell, to the 'steenth engineer, one and all were delighted with the way the machinery acted, and the speed it gave the liner.

Up on the hurricane deck, near the pilot house, where the veteran, Capt. Rudlin, was at the wheel—the vessel herself being in command of the superintendent, Capt. J. W. Troup, for the trial—a number of nautical men were watching the performance of the steamer on her course. Capt. Walbran, lately master of the H. M. S. Quadra, was taking the official time of the vessel, and computed her speed at nineteen knots an hour, while some others held that she made as much as nineteen and a quarter knots. All were satisfied that she made a splendid performance; the guests were delighted, for it was not many of the crowd that ever before swept through the Straits at a speed of over twenty-two of the landsman's miles to the hour.

The first of the quick bursts of speed was made on the straight-away course from Brotchie ledge to the vicinity of Trial Island. Then the vessel swung around—holding as easily as a steam launch—and steamed toward William Head like a runaway torpedo boat, making fully nineteen knots an hour. Then up and down the Straits she steamed, always at high speed.

An orchestra—Fifth Regiment orchestra—was ensconced on the after deck, and played an excellent programme, and then, too, the stewards had seen to the refreshments, which were served in a saloon of the vessel. Later an adjournment was taken to the dining room, where after the glasses of the guests had been filled with champagne, the company drank to the success of Capt. J. W. Troup, superintendent of the C. P. R. steamship service, the new liner Princess Victoria, and her commander, Capt. Rudlin, to Sir Thomas Shaughnessy, president of the C. P. R., to Mr. T. G. Mitchell, the liner's engineer, and others.

The first speaker—and the choice was a happy one—was the Hon. J. S. Helmcken, M.D., a pioneer of the pioneers. The venerable gentleman spoke in a witty vein. He said he could say, figuratively, that he was the father of all present, and he felt sure that all would agree with him in proposing the health and prosperity of Captain Troup, who had taken all on such a delightful cruise. He spoke of the magnificence of the steamer, and hoped that the future would see Captain Troup on a larger and still finer vessel. He, the speaker, had travelled much, by canoe, by the old steamer Beaver and the Enterprise, but this was the finest vessel he had ever been on, and, pointing to Capt. Rudlin, my friend is the finest admiral I have seen. The magnificent liner, he said, was a great credit to the people of Victoria and British Columbia. Victoria, he said, was the finest place in the West, and now had in its port the finest ship on the Pacific.

Three cheers and a tiger were then given for Capt. Troup, and three cheers and a tiger for the Princess Victoria. Capt. Troup, in reply, said he had not expected to be called upon to speak. It did not make much difference though, for he was a great speaker even if prepared. He was thankful for the kind expressions regarding the Princess Victoria and hopes for her future prosperity. In this connection, perhaps, it would not be out of place for him to go into the history of the steamer. In 1892 the C. P. R. had tried to build, and did build, a steamer for the people of Victoria for service with Vancouver. Then the company received a round robin from the merchants of Victoria threatening dire consequences if the steamer was placed on the route, and yet the people of Victoria wondered why the C. P. R. had not been kinder to them. After that experience Sir William Van Horne, the then president, would have nothing further to do with a service to Victoria. Then, in 1898, the company decided to put a car ferry service on between the mainland and Victoria, but the fact that the principal shareholders of the C. P. N. Co. being Victoria people, the company refrained from doing so. Then in 1901 the C. P. R. acquired the C. P. N. stock holus bolus. They took the business for themselves and at the same time gave the car ferry freight business to an island concern? Was this a selfish move on the part of the C. P. R.? Then Sir Thomas Shaughnessy decided that the service between Victoria and Vancouver was not sufficient, and the present steamer was then decided upon.

Much money had been spent in the new steamer. It represented four hundred thousand dollars, and had been insured for that amount. He hoped those present would excuse him going into details, but he felt that he was excusable at such a time. Now, this showed what the company intended to do for Victoria. The new steamer was an accomplished fact, and now the company has decided to build an hotel in Victoria. This has all been agreed upon. In conclusion, he would like to propose a toast, and he felt that all present would agree with him. He would ask all to drink to the health of Capt. Rudlin, master of the new steamer Princess Victoria—his name had that day been handed in with her certificate of registry as master. He spoke of the great caution, ability and long service of Captain Rudlin.

Three cheers were given for Captain Rudlin, and the veteran mariner was overcome—so much so that there seemed to be traces of a tear on his cheeks. He asked Colonel Prior to respond on his behalf, and the colonel said—after the cheers had subsided—that Captain Rudlin felt overcome as a result of the praise that had been heaped upon him. He could testify to the care and cautiousness of Capt. Rudlin, who was on the ferry steamers when the speaker came to Victoria—and that was thirty years ago. Capt. Rudlin had always inspired the confidence of his passengers and done right between them and the company. He hoped that the captain, though old, would yet be spared many years to command the steamer.

Mr. Thomson, boiler inspector, spoke of the performance and easy running qualities of the steamer, of her fine burst of speed and of the ability of Capt. Rudlin, whose name he had been proud to see on the steamer's certificate of entry posted yesterday, as master of the vessel.

Mayor McCandless said he expressed his gratification on behalf of Victorians at the splendid vessel which had been placed in service out of the city. He believed in letting bygones be bygones, and it was to the future that all should look, not the past. He did not require further evidences of good faith in regard to the C. P. R.'s intentions regarding Victoria when such a steamer as that on which all stood, which was the finest on the Pacific. The telegram he had received from Sir Thomas Shaughnessy on Saturday last in reference to the completion of the agreement in regard to the new C. P. R. hotel was also cause for satisfaction. He believed that the C. P. R. meant business in this connection, and that work would be going on in the building of this hotel before Christmas. He had all faith in the outlook for Victoria's future, and believed that the city was on the threshold of brighter days. There were enough undeveloped industries and resources on the island alone to give Victoria a population of 100,000, and with the tourist trade which the fine new steamer and the new hotel would do much to assist, he saw a bright future for the city of Victoria. This new steamer, the Princess Victoria, he was sure, connecting Victoria with Vancouver, would also cement the good feeling between Victoria and the C. P. R., and he wished Captain Troup and the steamer, and its owners, the C. P. R., every success.

The steamer, which had been in sight of the houses of Port Angeles before the meeting in the dining saloon came to an end, was turned with her bow toward Victoria at its close, and while the merry company promenaded and the orchestra played, she swung in toward the ocean docks, where the steamer Umatilla and the ship Leicester Castle lay moored, and, after a delightful excursion, she tied up, making a very good landing, at the C. P. R. dock, and was ready to enter her service, on which she started last night, with Capt. George Rudlin in command, T. G. Mitchell in charge of the engines, and Mr. Fawcett purser; in fact, the officers of the steamer Charmer were transferred to the new steamer. On Friday night she will leave the route, and on Saturday morning leaves for Tacoma with the Native Sons' excursion.

The Princess Victoria has not yet been completed. The work of furnishing, decorating and putting the finishing touchings to her interior fittings is still uncompleted and will be done by a staff of workmen while the steamer is still in service. Some fifty of her staterooms have been finished, and many of them are excellently furnished, being more like those of a first class hotel than of a steamer. The saloon, observation room, card rooms, smoking room, etc., are also not yet completed, and the furnishings of the vessel are yet to be improved. This work will be carried out as quickly as possible, in keeping with the standard of excellence which is to be maintained throughout.

When finished the steamer will accommodate a very large number of passengers. The staterooms are on three decks, all above the main deck. The diningroom, in the after part of the vessel, with the galley right at the stern and separated from the diningroom b ythe pantry, has seating capacity for over ninety passengers. Forward there is space for second class passengers below, and aft there is good accommodation for petty officers and crew. Amidships the upper deck, forward, there is a large observation room, with large-paned windows, offering greatest freedom of vision to the passenger, and aft there are card rooms and saloon, one above the other. The staterooms for the most part open into alleyways, as on the Charmer. All the arrangements are in keeping with the general excellence of the steamer, which, as before stated, is the best on the Pacific.

The machinery consists of two sets of triple-expansion engines, and as is seldom seen on any of the local vessels. She has four cylinders, having two pressure sylinders, which is part of the Yarrow, Stick and Tweed system of balancing her engines to decrease vibration and increase speed. The cylinders are 24-inch, 40-inch, 43½-inch and 43½-inch in diameter, with a common stroke of 33 inches, and develop about 5,500 indicated horse power. Steam is supplied by six single-ended Scotch marine boilers, each 15 feet in diameter by 11 feet long, working at a pressure of 160 pounds per square inch. She is 300 feet long, is 40 feet 6 inches beam, and has a moulded depth of 18 feet 6 inches.

The steamer will run on the same schedule as the Charmer for the present, and before Colonist readers have their present issue of the paper before them she will be at the Terminal City on her first regular trip in the new ferry service between the city of Victoria and Vancouver.

Weak Heart Sudden Death

Many Falling by the Way Because of Thin Blood and Weak Heart Action.

Scarcely a newspaper but contains the report of some sudden death resulting from heart trouble. With the blood in proper condition the heart repairs its own waste and throbs on day after day and year after year. By enriching and purifying the blood, Dr. Chase's Nerve Food prevents and cures palpitation of the heart, irregular beating, weak heart action and all similar derangements. It ensures healthful and vigorous action of all the vital organs. Note your increase in weight while using it. The portrait and signature of Dr. A. W. Chase are on every box.

CHINESE FAMINE.

London, Aug 17.—According to mail advices from Hongkong, missionaries returning from the famine district in Kwang province, South China, report that the conditions there have improved.

Danube Returns From the North

C. P. R. Steamer Brought News of Small Packs on the Skeena.

Empress of Japan Sails For the Orient—Umatilla Sails South.

Steamer Danube, which arrived on Sunday from the North, brought one of the largest complements of passengers brought by the steamer from the canneries. The saloon accommodation was filled to its limit. A large number of Chinese returning from the Skeena came to Victoria. Col. Mellis and the party of English capitalists, who went North to look over the ground in view of the establishment of pulp mills on Princess Royal Island, were passengers on the steamer. Capt. LeBlanc, of the steamer Eagle, which has been in service at Wadham's cannery, returned, accompanied by his wife.

The Danube brought news of the fatal accident at the Rivers Inlet cannery, a little Indian boy having been caught in the shafting and carried to death in the revolving wheels of the cannery. He was cut to pieces.

The salmon pack in the North showed little change when the steamer came South. On the Skeena the run has been more or less a failure, and the pack will not reach over a third of what was expected. The high liner on the river is the Oceanic cannery, the new establishment erected by Finlay, Durham & Brodie, of Victoria, on Smith Island, at the mouth of the river, which has 11,000 cases, Balmoral has 7,000, Standard 3,000, and the others range between these two numbers.

On Rivers Inlet the canners have made a good pack, the canneries having from 11,000 to 22,000 cases. Wadham's cannery has 22,000 cases, Brunswick 19,000, R. I. C. 18,000, Good Hope 11,000. On the Naas, the canneries each have 3,000 cases, and at Namu and Princess Royal the packs are also small. At Alert Bay the cannery had 1,500 cases.

The steamer will sail north again on Thursday evening.

EMPRESS SAILS.

Empress of Japan Left Last Night for the Orient.

R. M. S. Empress of Japan sailed from the Ocean dock last night for the Orient, with 1,800 tons of general merchandise, and a large number of passengers, including a number of missionaries returning to their posts in China. The steamer had a new purser in the person of Mr. D. Lemont, who is well and favorably known to Victorians as purser of the steamer Athenian. He was recently promoted to the post of purser of the white liner. The passengers who sailed on the liner were: Mr. Faulkes, Mr. Halcomb, Lieut. S. R. Bailey, Fung Yin, Mr. Musken, Major Vonetzel, Donald P. Strachan, Frank Bodely, W. Gibbon, Professor E. H. Sharpe, T. H. Wainwright, Mrs. T. H. Wainwright and three children, Capt. and Mrs. Parish, Miss Parish, I. Barnes, Mrs. Perry, Mr. Duboise and child, Mr. Myrich, Mrs. J. Beach, Miss E. M. Beach, Miss L. Beach, Miss L. Loenholm, Dr. L. Loenholm, Miss S. Langstaff, Miss A. M. Shockley, Dr. Rennie, R. W. Bordwick, R. L. Thorton, Miss B. Loenholm, Miss Annie Buckland, Thomas C. Jenking, Mrs. Thomas Jenking, Hugh Rechtizer, Rev. Dr. Scott and wife, Miss M. Craig, Miss M. Armstrong, Miss E. G. Tweedie, Miss B. H. Alcom, C. H. Pearson and wife.

Intermediate: L. Duran, C. F. Wilson, F. Baha, Toy Sue Kan, Lee Duch, Mrs. Lee Yun.

FOR SALVING SHIPS.

Patents for Wrecking Vessels Lost in Deep Water.

Two Vancouver men have patented inventions for the salving of ships lost in deep water. Two Canadian patents have just been issued to B. P. Vance et al., and W. J. Cummings et al., of Vancouver. Both are for the same purpose, viz., the salving of wrecks sunk in waters too deep for the operation of divers, yet each seeking to attain the desired result by entirely different means.

Mr. Vance and his associates provide a drag, the particular construction of which permits it to encircle the vessel from stern to stem, and so designed that any hauling effort exercised on it tightens its hold on the hull and enables a lifting effort to be exercised on it without fear of the tackle being drawn off. The inventors are men perfectly acquainted with wrecking work, and they expect to be able at an early date to prove the efficacy of their tackle in actual work.

The invention of Mr. Cummings and his colleagues seeks to obtain a more positive lifting effort by passing slings under the vessel's hull, and to enable this to be done, provides a suitably braced tube having a curved lower end through which compressed air or other fluid may be discharged, which clears a passage under the vessel for a light line, which, when the clearing operation is finished, is discharged through the tube, and, having a light buoy at its free end, rises to the surface on the other side of the hull, and enables a stronger line to be passed through suitable for hauling and lifting slings, by which the vessel may be raised.

To enable the position of the sling to be correctly located, the same inventors have also designed a submarine telescope, having electric search lights, which will enable the condition of the work to be examined from the surface as it proceeds.

MARINE NOTES.

Steamer Umatilla, of the P. C. S.S. Co., left last night for San Francisco from the Ocean dock. The passengers who embarked here on the steamer were: Wm. Alexander and wife, Mrs. J. Ageloy, Miss E. Viney and maid, Mrs. W. Phillips, Miss E. E. Busch, Mrs. H. Gilmore, Dr. Williams, R. J. Horton, F. Viney, H. W. McKenney and son, D. Ross, Mrs. Ross, F. F. Tims, J. Hostyn, J. H. Prichard, Mrs. Leonard and J. W. Plowman.

Schooner Eric, chartered to load props for W. A. Ward, was towed to port yesterday by the steamer Magic.

Steamer Tellus passed up yesterday from San Francisco to load coal.

TATOOSH REPORT.

Tatoosh, Aug. 17.—8 p. m.—Clear, northeast wind, 11 miles. Inward, steamer Tellus, San Francisco to Oyster Harbor at 5 a. m.; British ship Lawiston, Hamburg for Puget Sound at 6 p. m.; ship invincible, in tow; tugs Tatoosh and Sea Lion, San Francisco for Puget Sound, at 9:40 a. m. Outward, two small barks.

GERMANY'S BURDENS.

Berlin, Aug. 17.—Imperial 3 per cents fell one half per cent. today to 90, the lowest point reached in two years, owing to the report that the government intends to propose a new military measure, which will add largely to the present establishment.

The way to regain your health after sickness is to take Hood's Sarsaparilla—it tones the whole system.

FOR IMPERIAL TRADE.

New Publication Which Is Expected to Achieve Great Things.

Mr. Percy F. Marks, who was in Victoria not long ago, and is a brother of the editor and proprietor of the Financial News of London, England, has just sent out sample copies of the proposed trade journal which he has projected. It is to be known as the "British and Colonial Trader and Race Current," to be issued monthly, and consists of one hundred pages. The journal is to contain matter of all kinds interesting to British merchants in all parts of the Empire, and it will be suitably illustrated.

The sample copy of the magazine shown yesterday afternoon to a representative of the Colonist is printed on first-rate book paper, the typography is unexceptionable, and altogether the Trader seems likely to win favor quite as much by its attractive appearance as by its contents, which, under the able editorship of Mr. Marks, are bound to be of a high order of merit. Its special aim is to promote trade between Great Britain and the Colonies, and, needless to say, it will strongly support Right Hon. Joseph Chamberlain's policy of closer Imperial connections.

The Trader will be published in London, and the first number is expected to appear shortly.

The Commerce Of the Empire

Opening Session of Congress of Board of Trade in Montreal.

The Visitors Welcomed By Lord Strathcona and Proceed to Business.

Montreal, Aug. 17.—The great commercial body of the British Empire, the Congress of Chambers of Commerce, began its deliberations in Windsor Hall at 10 o'clock this morning.

Lord Strathcona welcomed the delegates, and in his speech dealt with the great advantages accruing from such gatherings such as the Congress of Chambers of Commerce, and suggested annual conferences in the British colonies to discuss questions of interest to the Empire.

Lord Brassey, president of the Congress, in reply struck an Imperialistic note, and insisted that sentiment had its place in holding all parts of the Empire together.

The business of the congress then followed.

George A. Drummond, president of the Canadian Manufacturers' Association, Montreal, seconded by E. C. Gurney, Toronto, moved the resolutions of the Canadian Manufacturers' Association and the Montreal Board of Trade in favor of Canada assisting in the maintenance of the Imperial navy. Mr. Drummond cited figures to show the amount of Canada's shipping and the amount of money expended by Great Britain in protecting that shipping.

Dr. Masson, representing the Chamber of Commerce, Montreal, moved a resolution against Imperial defence. After debating, it was moved by Colonel Denison, Toronto, that, in the opinion of this congress, the various colonies should undertake to contribute towards the expenses of Imperial defence. The colonies to claim the privilege of initiative as to the nature and mode of the help which they may agree to offer in the future to the British Empire. This resolution was adopted. Congress then adjourned for lunch.

At the afternoon session resolutions stating that it was in the interests of the British Empire that British capital and emigration should be, as far as possible, directed towards the British colonies, were unanimously passed, as were several resolutions affirming that Great Britain should be free in the treaties made with foreign countries to extend preferential treatment to her colonies, and that where such treaties granting Great Britain the most favored nation treatment, that this should also be accorded to those of her colonies which did not discriminate against the products of that country. The only resolution on which there was any discussion was one mostly by Colonel Denison, of Toronto, respecting the food supply of Great Britain, in which several British millers, members of the congress stated that they were perfectly willing to extend a preference to Canadian wheat in placing their orders, but they had found through experience that Canadian grain did not grade up to the certificates accompanying it. President Mafee, of the Montreal Grain Exchange, in defence, said that the fault lay entirely with the British millers themselves in accepting grade certificates of Manitoba grain issued in foreign countries, that is, dated New York, Philadelphia, etc. The inference was that United States grain exporters were selling anything they had on hand as Manitoba-grown grain, to the detriment of the Canadian grain's reputation, and that the difficulty could be remedied by British millers insisting upon securing certificates of inspection bearing Canadian dates. Tonight the delegates atteided the opening of the new Board of Trade building.

The following additional resolutions were adopted during the afternoon session:

From the Canadian Manufacturers' Association: That, in the interests of the British Empire, and particularly in the interests of the Motherland, measures should be adopted which would direct British capital and emigration to the colonies rather than into foreign countries.

From the Toronto Board of Trade: That the food supply of Great Britain can be most safely relied upon by developing her own territories to such an extent as to make her independent of foreign supplies by diverting the able-bodied surplus population to her own dominions over seas.

From the Canadian Manufacturers' Association: That all treaties between Great Britain and foreign countries should leave Great Britain free to enter into such relations with the colonies as may be deemed expedient.

From the Paris (British) Chamber of Commerce: That the most favored nation treatment granted to Great Britain should also be extended to all her colonies not discriminating in the application of their customs tariff.

From the Paris (British) Chamber of Commerce: That the Foreign Office seek from the French government relief from the surtax D'entrepot on all goods coming from the British colonies which have no direct communication with France.

ERUPTION OF VESUVIUS.

Magnificent Spectacle Presented by the Burning Mountain.

Naples, Aug. 17.—Vesuvius continues active, and the eruption has now lasted two weeks. On nights when there is no moonlight, the spectacle is magnificent, the crater belching flames and smoke to the height of nearly four thousand feet. In spite of the legend that Naples will be destroyed by Vesuvius, the Neapolitians firmly believe that their saint, San Gennaro, will stop the flow of lava with a gesture should it advance too near Naples. The stream of lava after flowing 2,650 feet in the direction of Ottajano, has stopped, while the other stream is still moving, and has reached a point 2,500 feet towards Pompeii.

If you had taken two of Carter's Little Liver Pills before retiring you would not have had that coated tongue or bad taste in the mouth this morning. Keep a vial with you for occasional use.

Drunken Jap's Double Murder

Drink and Jealousy Leads to Killing of Two Near Nanaimo.

Midnight Attack on Inmates of Lonely Shanty With an Axe.

From Our Own Correspondent.

Nanaimo, Aug. 17.—News of one of the most ghastly murders in the history of Nanaimo startled the community yesterday morning, word being brought to the city from Quennel's ranch, Cedar district, that a double murder had been committed in a cabin about four miles from town, the victims being two Japanese, whose skulls had been split open with a double-bitted axe by a fellow-countryman, while they slept.

Infuriated with drink and jealousy, Kiri Matta made his way from Nanaimo on Saturday night to the cabin where lived the victims and also a Japanese married couple, his object being, it is supposed, to murder all four, and of the four, the woman in particular. He reached the place about 1 o'clock this morning. In the outer room the victims, known as Tomey and Joe, occupied a common bunk. These Matta attacked with the axe. One was killed with the first blow, which penetrated through the skull to the brain. The other must have put up his hands to save himself, as deep cuts were inflicted on the arms. A third and fourth blow on the head finished him also.

The murderer passed on to the inner apartment, where slept the husband and wife with their child. Terror-stricken from the sounds outside, the woman had already made her escape through a small window, and the man had prepared to follow, but had been drawn back by the cry of the child.

Defeated in his principal object, the murder of the woman, Matta made no attack on the man, but swore him to secrecy as to his identity, and then fled into the bush.

The woman had by this time reached a neighbor's house, and the alarm was speedily sent in to Nanaimo. Constable MacIndoe entered the cabin soon after daylight to find the victims weltering in their blood, the one in the bunk, the other on the floor of the cabin. Blood was spattered all over, and brains protruded from the skull of one of the men. The sight was sickening and horrible in the extreme. The remains were brought to town, and the constable, acting promptly, had every possible avenue by which the murderer could escape guarded. Later he returned to Nanaimo and went down again in his fast launch to parade the waterfront.

It was a foregone conclusion that the capture would be effected, for in addition to the police, the whole population of the district turned out to aid in the search for the criminal, the women and isolated houses being afraid to retire for the night if he were still at large. Matta, as was expected, remained in cover until the evening, and then started for the beach. Constable Hodgson was on the trail along which he was expected to pass, and when he neared him Matta attempted to stick a long knife into the constable, but the latter got the handcuffs on him, and brought him into town. News of the capture had already arrived, and the excitement which had prevailed all day reached its culmination, crowds lining the sidewalks to witness the prisoner's arrival. He was conveyed to the provincial jail.

The motive of the murder is found in a romance which had its beginning in Japan many years ago. Before either Matta or the women in the case left their native land, that country, for a letter in marriage. She, however, favored the man who is her husband today. They crossed to British Columbia and were followed by Matta. With others of their countrymen they formed a little colony in the Cedar district, and maintained themselves by employment at various kinds of work, the husband of the wife conducting a boarding house, which was frequented by both Matta and his victims from time to time.

Matta's passion appears to have always alternated between a condition of smouldering jealousy and open hostility to his successful rival, the latter condition being frequently aggravated by drink. Generally speaking, they all got on sufficiently amicably together, but once in a while Matta would break out in a fit of violence. Something of this kind occurred about a year ago, and upon that occasion the police were called in to settle the matter. It was stated that Matta had drawn a knife on the others and had threatened them to kill the woman. As he was drunk at the time, a minor charge was preferred and he was fined. The witnesses against him were the two men killed yesterday, and against them he has borne a grudge ever since, a fact which accounts for his attack on them. He does not appear to have troubled them again, however, until within the last week or two, when he returned from Englishman's River, where he had been working for Major Hickey. He put up at the boarding house, but there was another outbreak of violence and threats last Thursday, and the police were again called in. Constable MacIndoe on his arrival found that the whole party had apparently settled their differences and were sitting at breakfast. He advised that Matta leave the district, counsel in which everybody heartily concurred, and the Jap accordingly returned with the constable, ostensibly en route to Nanaimo. Here he obtained more drink, and with this and his jealousy inflaming his mind, went back on Saturday night and committed the awful deed for which he is now in the hands of justice.

Nanaimo has been singularly free from crime of a serious nature for the last ten years, a fact somewhat extraordinary when the mixed nature of the population, especially in the immediate district, is considered. It is that length of time since an execution took place in this city, two men then suffering the extreme penalty, an Italian and a Japanese. Three murder trials have taken place in the interval, in two of which the accused were found "Not guilty," in in the third the criminal escaped the gallows by committing suicide in jail. This last was the celebrated Klaus case, and although the murderer was, curiously enough, tried and sentenced within five miles of his own home, the deed, the murder of his two partners, was committed hundreds of miles away on the Stikine trail. It is a decade therefore since murder was done within Nanaimo and its immediate district; and it is a curious link between the two crimes that for a brief spell, the body of the brother of the victim of the earlier crime, Cavallero, who committed suicide last week, and the bodies of the victims of the latest tragedy rested under the same roof.

The prisoner appeared before the magistrate at noon today and was formally charged with the crime. He was remanded until Wednesday.

The coroner's jury brought in a verdict that deceased died by an axe in the hands of Matta. The evidence strengthened the presumption that jealousy was the motive, and of an intent to kill the woman, but practically no new facts were developed.

STANDARD OIL DIVIDEND.

New York, Aug. 17.—The Standard Oil Company has decided on a dividend of $5 per share, payable September 15, to stock record August 21. This is $2 less than was paid in June last, but the same as was declared last year.

CARDINAL GIBBONS TRAVELS.

Genoa, Italy, Aug. 17.—Cardinal Gibbons left here this afternoon for Chambery.

DETECTIVE CHALLENGED.

Escaped Prisoner Willing to Exchange Liberty for Chance to Duel.

Butte, Mont., Aug. 17.—Pat Rogers, one of the six men who broke from the Butte jail on the night of August 8th, has written a letter in which he says he will give himself up if City Detective Murphy will fight him a duel. Murphy today accepted the challenge.

LARGE BRITISH FLEET

Assembles in Newfoundland Waters Under Admiral Douglas.

St. John's, Nfld., Aug. 17.—Admiral Douglas, with the British warships Ariadne, Retribution and Tribune, arrived here today. They were met by the British warships Charybdis, Alert, Calypso, Goldfinch, Cadmus, and Columbine, and the French war vessels Lavoisier and Manche. This combination of war vessels constitutes the largest fleet ever assembled in these waters.

Now up to The Americans

Colombia Calls Their Bluff to Build the Canal Via Nicaragua.

The Defeat of the Panama Bill Creates Sensation at the Isthmus.

Bogota, Aug. 14, via Buena Ventura, Aug. 17.—It is reported today that President Marroquin has been authorized by congress to make a new treaty which will not require further ratification, but that the basis for the treaty will probably prove unacceptable to the United States.

It is considered that the authorization will furnish a basis for opening negotiations with the United States.

It appears that one of the objections to the ratification of the treaty was that the Panama Canal Company will complete previous arrangements with the Colombian government for the transfer of the concession.

The action taken by the senate, moreover, seems to have been influenced by the communication made by the American minister in which the introduction of any amendments to the treaty was objected to.

Colon, Colombia, Aug. 17.—The rejection of the canal treaty by the Colombian senate has produced a tremendous sensation on the Isthmus. It was generally believed that the treaty would pass with some modifications. There is good reason to suppose that the majority of the members of the senate regard the Spooner amendment to build a canal by the Nicaraguan route, if the Panama route was rejected by Colombia as a mere threat on the part of the United States.

Washington, Aug. 17.—Very little additional information concerning the action of the Colombian senate could be obtained at the State Department. Mr. Adee, action secretary of state, would not discuss Colombian affairs nor indicate what course the United States would pursue.

The reason given for the rejection of the treaty by the Colombian senate, it is said here, was the alleged encroachment on Colombian sovereignty, which its opponents contended would result from the treaty. This information was contained in a despatch received tonight by Dr. Herran, the Colombian charge from Foreign Minister Ricos at Bogaka at Bogota. This despatch showed the treaty had been rejected unanimously by the senate.

WEST INDIES HURRICANE.

Removing Traces of the Disastrous Storm and Better Feeling Prevails.

Kingston, Jamaica, Aug. 17.—A slightly more hopeful feeling now prevails among the planters regarding the disastrous situation brought about by the recent hurricane. The work of clearing the banana plantations is proceeding apace, and a great quantity of provisions can be saved. Thousands of the peasantry are still homeless, but the government has taken relief measures.

VENEZUELAN TROUBLES.

The Hague, Aug. 17.—The Dutch minister at St. Petersburg has been authorized to join the other representatives of the Powers there in the invitation to the Czar to nominate three arbitrators of the claims against Venezuela.

Washington, D. C., Aug. 17.—By the peace protocols with Venezuela, it is provided that the Emperor of Russia should be requested to name the personnel of The Hague court which would pass on the contention of the blockading Powers of Great Britain, Germany and Italy for preferential treatment in the settlement of their claims against Venezuela.

HAVOC WROUGHT BY THE HAILSTORM

Heavy Fall Causes Much Damage to the Crops in the Territories.

Winnipeg, Aug. 17. — (Special) — Alarming despatches have been wired from this city to the American press, giving reports of an alleged shooting by, and intrenching of, a half-breed named Louis, on the Saskatchewan river, where he was said to be surrounded by the Mounted Police. The story is a pure fake. There was some excitement near Bresaylor last week by the appearance of an unknown man, half clad, who fired several rifle shots at a farmer's son, but nothing more serious happened.

Very heavy hail and electric storms visited many parts of Manitoba and the Territories last night and this morning at Calgary. The Limited arrived two hours late. It ran into a hailstorm this morning between Moosejaw and Madicine Hat, which was a record-breaker. The windows were broken by the storm. In some places the double windows were broken. The hailstones are described as being of gigantic size. There has been a great loss of sheep and cattle in the district.

Moosejaw, Aug. 17.—A destructive hailstorm passed over this section last night and damaged a district 21 miles long. It commenced about four miles north of town and took in a section seven miles wide, going south. The estimated loss will be in the hundreds of thousands. In many cases the oldest settlers are the sufferers and are well able to stand the loss. Nearly every northern window in this town was broken, several plate-glass fronts included. The storm was one of the worst in ten years.

All disorders caused by a bilious state of the system can be cured by using Carter's Little Liver Pills. No pain, griping or discomfort attending their use. Try them.

Auction Sale

—OF—

Farm Property

There will be offered for sale by Public Auction by

JOHN A. LEE

At his Auction Rooms, Columbia Street, New Westminster, B.C., on Friday the 25th day of September, 1903, at 12 o'clock noon the following property:

ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the District of New Westminster, in the Province of British Columbia, and being composed of Lots Numbers one hundred and twenty-six (126), Fifty-three (53) and the north Ninety-six acres of Lot Number One hundred and twenty-five (125) all in Group II., New Westminster District, containing 383 acres, more or less. There are about 75 acres under cultivation, with barn and house on the property.

For terms and conditions of sale apply to the undersigned.

CORBOULD & GRANT,
New Westminster, B. C.,
Solicitors for Vendors.

Dated this 13th day of July, A.D. 1903.

PERSONAL.

Margaret and Bobby, come home. Wm. G——d. 17

RE CHARLES TOWNS, DECEASED.

All persons having any claims against the estate of the above-named deceased, are required to send particulars thereof to the undersigned within one month from the date hereof, after which I will proceed to pay the same to the parties entitled thereto, having regard only to such claims.

Dated the 10th day of July, 1903.

C. H. SMITH,
Executor,
Soda Creek, B. C.

B.C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

Learn to Write

Shorthand and Typewriting, and do Bookkeeping. We contract under seal, to place graduates inside of 60 days from graduating, at $30 per month, or else pay them that amount each month tl placed.

Handsome catalogue for the asking.
VANCOUVER BUSINESS COLLEGE, Ltd.
P. O. Box 514. Vancouver, B.C.

TENDERS REQUIRED

In the matter of the estate of Thomas Ferguson, deceased.

Tenders will be received by the undersigned until noon on the 4th day of September, 1903, for the purchase of the following described property, belonging to the above estate, viz:

Section 2, Range 2, North Saanich District, containing 100 acres, more or less, the highest or any tender not necessarily accepted.

Victoria, B. C., August 17, 1903.

WM. MONTEITH,
Official Administrator.

Notice is hereby given that 60 days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land in Skeena Mining Division: Commencing at a post marked "J. E. Gilmore's N. E. Corner," said post being planted on the shore of Work Channel, thence south 40 chains; thence east 40 chains; thence north 40 chains, or thereabouts, to Geo. Rudge and W. R. Plewman's claim; thence west and north along the lines of said claim to the salt water; thence along the shore line to point of commencement containing 160 acres more or less.

J. E. GILMORE.

Staked 13th August, 1903.

In the Supreme Court of British Columbia

In the Matter of the Estate of Thomas Ferguson, Deceased, and in the matter of the Official Administrator's Act.

Notice is hereby given that by an order of the Supreme Court of British Columbia, made the Honorable, the Chief Justice, dated the 15th day of August, 1903, I, the undersigned was appointed the administrator of the estate of the above-named deceased. All creditors of the estate of the said deceased are required on or before the 4th day of September, 1903, to send particulars of their claims to me duly verified, and all parties indebted to the said estate are required to pay such indebtedness to me forthwith.

Dated at Victoria, B. C., the 17th day of August, 1903.

WILLIAM MONTEITH,
Official Administrator.

THE HORSE MARKET

Demands Sound Horses Only.

Lame horses sell at less than half their actual value and are neither desirable for use or sale. The remedy is easy. A few bottles of

will work a permanent cure for Spavins, Ringbones, Splints, Curbs, etc., and a 1 forms of Lameness. It cures thousands of cases annually. Such endorsements as the one following are a guarantee of merit.

Cured two Cons Spavins of Ten Years' Standing.

Earlville, N.Y., Mar. 21, 1901.

Dr. B. J. Kendall Co., Gentlemen:—Some years ago I used your Kendall's Spavin Cure on a horse that had two Bone Spavins, and it removed them entirely. The horse had been ten years from birth, and were of ten years' standing. I now have a case of a mare that was injured by falling through a bridge, and am going