





PASSENGER AGENTS VISITED VICTORIA WERE ENTERTAINED BY TOURIST ASSOCIATION

Lieut.-Governor Welcomed Party The Expressed Themselves as Charmed With Local Scenery.

(From Tuesday's Daily.) The Pacific Coast Steamship Company's excursion steamer Spokane arrived in Victoria at about 5 o'clock this morning with a party of two hundred members of the Pacific Coast Passenger Agents' Association.

It was 9 o'clock or thereabouts when the Lieut.-Governor, Secretary of the Tourist Association, and J. S. Wilson and B. H. Heisterman, members of the executive of that organization, accompanied the railway men to the special cars waiting for them on the corner of Yates and Government streets.

Returning to the city the party was escorted to the museum buildings, the first point visited being the provincial museum. As usual Curator Kermod received his guests with every courtesy.

Leaving the museum they entered the corridors of the museum buildings, and viewed the legislative hall. During their inspection the Lieut.-Governor met them and being introduced to quite a number of the members of the association.

It was now time for the sailing of the steamer Spokane, and the party left for the C. P. R. wharf accompanied by the Tourist Society representatives. As the vessel pulled away the passenger agents called for three cheers for Victoria, and it was given with a right good will.

UNITED IN WEDLOCK

Mr. M. K. MacMillan and Miss M. McFadden United in Bonds of Matrimony.

A quiet wedding was solemnized at the residence of Mr. R. J. Pail, Pandora avenue, on Wednesday, the principals being Miss Margaret McFadden and Mr. M. K. MacMillan.

Immediately after the ceremony the happy couple were the recipients of the congratulations of those present, which was a going away costume of blue cloth with hat to match.

Phosphatine, The Great English Remedy is an old, well established brand and has been prepared since 1884.

The Surest Remedy is Allen's Lung Balsam. It never fails to cure a SIMPLE COUGH, HEAVY COLD, and ALL BRONCHIAL TROUBLES.

WILL SAIL FOR JAPAN ON STEAMSHIP DAKOTA

Seven Members of Japanese Peace Mission Are in Seattle—Will Not Talk of Treaty.

Seattle, Sept. 19.—Tired out from the effects of their long journey across the continent, the members of the Japanese peace mission who have been summoned home arrived in Seattle at 11 o'clock last night and went immediately to the Washington, where apartments had been reserved for them.

While no statement would be made by any member of the party, it is understood that the peace treaty is in possession of the Y. Yamano. Opinions seem to be considerably divided among the soldiers, but this is not caused by any unwillingness on their part to take up arms in Canada.

Already quite a number of the Royal Garrison Artillery, whose time expires in the near future, have submitted applications for admission to the Canadian regulars, believing that by being early they will very likely secure posts in advance of those pending in the regular army.

Asked if the members of the mission were satisfied with the terms of the treaty, K. Ochiai, secretary of legation at Paris, said: "I cannot answer your question. I do not know whether we are satisfied or not."

"I read the report that Baron Komura was very sick when we left New York, but he is making rapid recovery, and we expect him to follow us soon."

MONEY PLENTIFUL

Capital Intended for New Enterprises in Japan is Now Being Received in Banks.

Tokyo, Sept. 19.—Notwithstanding the fact that the abolition of popular disaffection over the peace arrangements continues unabated, there are indications that the business contingent is slowly settling down.

MURDER AND SUICIDE

Man Killed His Wife and Then Shot Himself.

Pony, Mont., Sept. 18.—W. S. Crates, an old and prominent resident of this place, shot and killed his wife last night and then put a bullet into his own head.

Learn Veterinary Dentistry

Learn Veterinary Dentistry in 2000 months of your spare time by illustrated lectures and practical lessons.

WILL NOT YIELD. Coal Operators Determined Not to Grant Eight-Hour Day for Mine Workers.

Seranton, Pa., Sept. 19.—One of the biggest coal operators in this region, who has just come from Philadelphia, where he had a conference with President Baer of the Reading, today declared unhesitatingly and for publication that the operators will not under any consideration grant the demands of the mine workers for an eight-hour day.

WILL WORK POINT FORCES ENLIST?

QUESTION DISCUSSED BY MEN AT GARRISON

Members of the R. G. A. Have Submitted Application For Service at Halifax Station

A matter which is agitating members of the Royal Garrison Artillery companies stationed at Work Point barracks is the advisability of entering the service of the Dominion government.

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CANADA'S FOREIGN TRADE.

The Exports and Imports During the Past Year.

Ottawa, Sept. 19.—Canada's total foreign trade for the year ending June shows a decline of over \$2,000,000 compared with the previous year.

THE CZAR'S TOUR.

is Cruising in Finnish Waters on the Imperial Yacht Polar Star.

SEEMS ARREST OF CAPT. McLEAN

FEDERAL AUTHORITIES OF U. S. TAKE ACTION

Capt. McLean is accused of poaching in Behring sea, and it is asked that he be handed over to the United States authorities.

ELEPHANTS WENT TO THE RESCUE

AND EXTRICATED MAIL WAGON FROM MUD

Horses Proved Powerless to Move It But to Big Animals Task Was Easy.

New York, Sept. 20.—But for the strength and courtesy of four huge elephants, a two-ton batch of mail stuck in the mud at Sixth avenue and Forty-second street, would have missed its train at the Grand Central depot last night.

THE NEW PRESS IS NOW IN SERVICE

REGULARLY ON HOE

Times Being Printed

Typographical Appearance of Ten Page Edition Printed Yesterday—Ladies Day To-Morrow

(From Thursday's Daily.) Although the Times mammoth press made its official debut on Saturday afternoon under distinguished auspices, the typographical appearance of the paper was not sufficiently good to permit of further publication by the same means until an improvement could be assured.

EVEN THE DOCTORS SAY SO.

Ask them about your cough—the prescription is invariably one bottle of Putnam's Pain-Expeller.

PAIN EXHIBIT The Display for This Display at New Westminster is Highly Creditable.

BALL PLAYERS IN TROUBLE. Providence, B. I., Sept. 20.—First baseman Edward Murphy, of the Buffalo Bisons, was arrested on charges of intoxication, and also was cut out of the team.

\$1000 REWARD FOR A CASE OF INCURABLE CONSTIPATION. To a person who can't be cured of constipation by Dr. Hamilton's Pills, the above reward will be paid.

THE TARIFF COMMISSION.

A Request For Reduction of Duties on Mine and Smelting Supplies.

Greenwood, Sept. 20.—The commission arrived here last night from Midway by carriage, having inspected the construction work on the V. V. & E. and Midway & Vernon.

At a meeting today in the court room, there was a good attendance of citizens. The only argument presented was in favor of the reduction of the duties on mine and smelting supplies, especially a removal of duties on ordinary explosives, structural steel, bar steel, rubber hose, iron pipe, light rails, steel castings and mining machinery.

FOUND SITTING ON CAPSIZED SLOOP

DANGEROUS POSITION OF LONELY VOYAGER

Picked Up Off Alert Bay by Juffer's —Acapulco Ordered to Be Sold.

W. A. Wallace, formerly of the firm of Mowat & Wallace, and now representing Shelly & Company, of San Francisco, returned on Tuesday from a trip to southeastern Alaska. He came south from Skagway on the steamer Jefferson and reports that off Alert Bay the ship overtook an up-turned sloop with a man sitting on the portion out of water.

IN DISTRESS.

R. P. Rither & Company, the local agents of the ship, have had no private advices confirming the news published in a dispatch received on Monday from London, England, saying that the British ship Beacon Rock, Captain Wilson, now 4000 tons from Liverpool for Victoria, with a full cargo of general merchandise, was stranded on Victoria Island.

At noon Tuesday Mr. Justice Martin heard argument in the case of the crew of the sealing schooner Germania against the owners, Messrs. Charles Croft, for wages unpaid. His Lordship gave judgment for the plaintiffs and condemned the ship, which was ordered to be sold, commission for sale to amount to the details to be left in the hands of the marshal, costs of the cause to be paid out of the ship and cargo from their sale.

THE CARMENITA.

A dispatch from New York dated September 19th says: "After plying 122 days on the rocks of the Straits of Magellan the steamship Cumbal, strained from keel to bridge, made port today, the sailors telling of experiences seldom recorded on any voyage."

SAVED THE VESSEL.

A fleet of eight sailing and steam vessels is anchored in Bellingham Bay receiving \$1,500,000 feet of lumber for California, China and Mexico and the two mills which are furnishing this material have orders on hand for at least \$3,000,000 feet more or a grand total of 16,800,000 feet.

LUMBER ORDERS.

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FALL SEEDS

A Grand Stock of GRASS AND CLOVER ALSO FALL WHEAT SEED AT 125 GOV'T ST. B. & K.'S VICTORIA.

MAGISTRATE DISMISSED PERSONATION CHARGE

Decision in the Case Arising Out of the Recent Bye-Election in Alberni

Nanaimo, Sept. 21.—The charge against Ed. Nelson of having personated Nels Christian Nelson at the Alberni bye-election on July 22nd was dismissed last night by Magistrate Yarwood after a two-hours' trial, which was largely taken up by objections raised in the preliminary stages by J. A. Russell, for the defence.

In the first place he mentioned that as the present information had been laid before Magistrate Alexander, pending his decision on the first information, and that as soon as the first information was dismissed the man was arrested again on this second information. He contended, therefore, that there existed no proper information. He also took the case that although one magistrate could sign the information and grant the warrant it had to be signed by another justice of the peace where two justices were required to sit on the case.

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TWO IMPORTANT VISITORS.

(From Tuesday's Daily.) Sir Frederick Borden, Minister of Militia and Defence in the Laurier government, and Sir Thomas Shaughnessy, President of the Canadian Pacific Railway Company, are paying a visit to Victoria. Victorians should be greatly interested in the presence of Sir Frederick for several reasons. He is without doubt the most efficient and the most zealous head of the department of militia has ever had. This is a fact that has not been gainsaid by anyone competent to express an opinion. Under former administrations it was the custom to place the militia in the hands of a minister of convenience—one whose political claims to preference could not be denied, but whose talent for departmental administration were either general, dormant, or non-existent. When Sir Wilfrid Laurier formed his government many men who were comparative strangers to the vast majority of Canadians were asked to assist in the important work imposed upon him by the Governor-General. Mr. Fielding and Mr. Borden were probably the most notable of these recruits. The conduct of the departments entrusted to their charge has been the most signally successful in the career of the signally successful Laurier government.

The administration of the Militia Department under Sir Frederick Borden has been rendered notable by the developments of the times—a development which is doubtless due in a more or less special degree to the directing agency of the minister. The reorganization and the rejuvenation of the department has been going steadily forward for years with a gratifying measure of success. Under a former government it was announced that the annual drills could not be carried out because of the regular annual financial deficits. The militia department was the greatest sufferer from this condition of chronic national impotency. The change of administration and the remodeling of the fiscal system speedily removed that handicap. The present minister may not have been enabled to carry out all the reforms he considered necessary with the least possible delay, but his estimates have received courteous consideration and have invariably borne a reasonable relationship to the expenditures in the other departments.

But the most notable of the departures from the old order of things in the Militia Department under the administration of Sir Frederick Borden was the decision of the British government to relieve the Canadian defence by the maintenance of garrisons at Halifax and Esquimalt. And it is in consequence of the pending change that the visit of Sir Frederick is of so much importance to Victorians at this time. The minister and his advisers have come here to inspect the works and to do so in a manner, maintained, extended and improved in the future. That is a subject in which Victorians are vitally interested. And when the transfer takes place we shall be more directly concerned than we have ever been before for reasons which will readily present themselves, but which need not be specially enlarged upon at the present time.

As for Sir Thomas Shaughnessy, the President of what is destined to be one of the greatest corporations in the world, as it is now the greatest in Canada, his annual visits to Victoria have assumed a new aspect since the marked change in the policy of the Canadian Pacific Railway Company under his mature and comprehensive judgment. Sir Thomas was the first of the prominent men of the C. P. R. to appreciate the present importance and the future possibilities of the Island of Vancouver as Nature's gem on the Pacific Coast, and the gateway to the awakened Orient. The true interests of the C. P. R. are now involved in the progress and prosperity of Victoria. The company has already given very convincing proof of the reality of its interests by the expenditure of a very large sum of money in property of all kinds. It expects interest on its investments, and such returns can only be obtained by the operation of enterprises which in turn must have a stimulating effect upon the general business interests of the city and the Island.

A MENACE TO GOOD RELATIONS.

This bombarding of American poachers is becoming a regular thing now upon the raging waters of Lake Erie. United States fishermen have placed fast steamers in the fishing business, apparently to take fish regardless of consequences and under orders to run risks in getting back into American waters. The game is no doubt a very interesting and a very exciting one. But if it is played too long and too often the shot of the Canadian cruiser will one day find a vital part in the structural anatomy of the poachers. Then we may have a dangerous international question on our hands. The programme of the bold buccannery is perfectly well understood in the United States and Canada. It is being carried out wherever the waters of the United States and of Canada come together and where the fisheries of all the latter are in a comparatively good condition by reason of the effective measures

our governments have wisely taken to guard against their depletion. The spirit of the American fishermen is thoroughly appreciated in all parts of Canada, because there is no section of the international waters that has not had an experience similar to that which Lake Erie is now, and has been for years, going through. If the fisheries of the lakes were under the jurisdiction of the federal authorities, there is little doubt that President Roosevelt would read the poachers a lecture on the immorality and the criminal recklessness of their conduct and take steps to end the raid. But the state authorities do not appear to realize their responsibilities in the premises. They let the marauders continue their operations without remonstrance, feeling that if lives be lost and property be destroyed, there will be a crisis for the federal power to consider. But all sober-minded men must feel that this riding by Canadian fishery protection cruisers at irregular intervals contains the elements of a very dangerous situation.

VAGARIES OF PROTECTIONISTS.

Mr. Rockefeller, the Oil King of the United States, has such absolute control of the market for his products that he can raise or lower his prices at will. Many of the protectionists of Canada have been so impressed by the impressiveness of the majestic Oil King's position that they cannot refrain from telling the tariff commissioners that the industries in which they are interested should be accorded the same degree of immunity from competition that Mr. Rockefeller in the United States.

A brewer in Winnipeg told Mr. Fielding that while he was prosperous under present conditions, he was not satisfied because there was a certain amount of American beer finding its way into the Canadian market. He wanted the tariff raised to the point of absolute exclusion. The Finance Minister, who cannot be stumped on any matter pertaining to his department, after jotting down a few figures on a sheet of paper, informed the brewer that his products already enjoyed and thrived under protection to the amount of more than a hundred per cent. Did he want more protection than that? Would he be agreeable to the application of the principle for which he stood to everything he consumed in his business and in his own home? The petitioner was astonished, but was also candid. He would prefer a certain amount of competition on the part of the tradesmen with whom he had general business relations. The brewer departed from the present somewhat enigmatical spirit, but with the commendation of the chairman of the commission for his candor.

One of the advocates of a high protective duty on lead told the commissioners that Nelson that the industry in which he is interested could not live unless it were fiscally placed in such a position that it could charge the consumers of Canada higher prices for its products than it could hope to gain from foreigners. If it were enabled to obtain high rates for the lead consumed in the home market it could afford to dispose of its surplus to outsiders at a sacrifice. Again the Finance Minister pointed out that this was the very thing about which so much complaint had been made in Canada that the "dumping clauses" of the tariff were specially conceived to overcome it. What are the lead consumers of the country going to say when they read the declaration that this important British Columbia industry cannot live unless they consent to bonus it out of their pockets to the extent that will enable the producers of lead to sell at sacrifice prices to foreigners?

The lumber manufacturers of British Columbia are urgently petitioning for a duty upon their products in order that they may be enabled to compete more effectively in the markets of the Northwest. In the course of the investigations of the commissioners at Nelson it was discovered that the American lumber sold in the Northwest amounted to but ten per cent. of the total lumber consumed. The advocate of the cause of our lumbermen admitted this, but stated that the ambition of his clients was to supply all building material the farmers of the Northwest required. That is a very laudable ambition, with which we unreservedly sympathize, and with which we have no doubt the tariff commissioners also are in sympathy. But the point of view of the farmer who is compelled to sell his wheat in an open market and who under present circumstances can be afforded no protection whatever must also be considered. We are inclined to think that if the manufacturers of Canada generally were supplying the demands of the home market up to the point of ninety per cent. they would be perfectly well satisfied with the situation. It is extremely probable that if the merchants and other business men of British Columbia felt that they were commanding ninety per cent. of the provincial market against their foreign and Eastern competitors they would consider their position a very gratifying one to look upon. But if there is to be no suspension of the agitation for increased protection until the trade of Canada is all domestic in its character and all the products of foreign countries are absolutely excluded, it may be well for the

consumers, whose incomes are fixed, to organize and to make their views upon the subject known with some degree of emphasis. To the extent that outward appearances are an indication of prosperous circumstances, the manufacturers of Canada have no reason to complain of the business they are doing. If they entertain the idea that any government Canada may have in the future will listen to their tale of despair and give them the desires of their heart, a home market absolutely devoid of foreign competition, we fear they are but indulging in a hazy dream. The United States has gone to the ultimate point in the endeavor to provide ideal conditions for her manufacturers, but it has been found in practical experience that foreign competition cannot be eliminated. The fiscal policy of the United States has indeed been productive of a multitude of millionaires, but in its operation it has also had the effect of creating sharper contrasts between wealth and poverty than can today be observed in any of the European monarchies, in which the poor have been diligently taught to be satisfied with the station in life to which they have been assigned by Providence. The masses of Canadians are not to be reconciled to taxation for the benefit of their fellowmen by the cant and sophistry of the preachers of political heresies.

THE FISHERIES COMMISSION.

Not the least of the federal commissions now taking evidence in British Columbia, or about to take evidence, upon subjects of great importance to the public is the fisheries commission, of which Professor Prince, the eminent scientific authority on fish culture and fish life, is the chairman. Upon the report of this body, based on the evidence that will be submitted by the salmon canners and fishermen of the province, will depend the measures to be taken by the Dominion government for the conservation, preservation, promotion and extension of the chief of the industries of British Columbia. The personnel of the commission is all that could be desired. Representatives of all interests are upon it. Men with practical knowledge of the conditions as they exist here and of the habits and movements of the salmon and of the other commercial fishes of the coast will lay before the commissioners their views upon the subject of the extension of industries there is good reason to believe are practically within an attainable range. The commission derives additional importance from the fact that it will hold conferences with an authorized body from the state of Washington for the purpose of reaching an understanding respecting the passage of joint measures governing the close seasons which are deemed necessary if the supply of the most important of the commercial salmon of this northern coast is to be maintained. The understandings that have been reached with our neighbors upon this vital matter to canners have not in the past proved satisfactory. The Puget Sound men have not been able to carry out their part of the programme because a majority of the state legislature proved antagonistic to the proposal of close seasons for the two coming years, which it is assumed will be "lean" years. It is openly charged that the thirty-six hours' close season which has been declared as a mark to Canadians of the good faith of the operators across the boundary has been flagrantly and wilfully disregarded by the trap men. On this side we say, in no spirit of self-laudation, that the law is better and spirit has been carefully and honestly observed. That is a matter of habit with us. On the other side the disposition appears to be to defy or ignore the law unless there be a force of officials on hand to compel its observance. But if the commissioners from the state of Washington agree with the commissioners of the Dominion that uniform regulations are essential to the preservation of an industry that is common to the coast and necessary to the welfare of a considerable part of its population, we have no doubt that they will cooperate heartily and honestly in the enactment and enforcement of such laws as are mutually agreed upon. Therefore, we have lively hopes that much benefit to British Columbia in the form of restored confidence in the future of one of the chief of her industries will result from the deliberations and the findings of the fisheries commission that is at present being organized for business.

The Colonist alleges that Mr. Sanders, sergeant-at-arms, has been the subject of shabby treatment. It is undesirable to comment upon the circumstances surrounding a case pending for trial, but in view of the attempt on the part of the Colonist to make a hero and a martyr of Mr. Sanders, it may not be amiss to explain that after the trial was adjourned the second time, at the instance of the defence, Mr. Sanders himself informed the prosecution that he was anxious to leave for the interior on business, and that it would be a serious inconvenience to detain him for a week. Mr. Sanders was informed that it was no fault of the prosecution that the case had been postponed, as they were ready and anxious to proceed to the evidence, and had pressed for the trial to be proceeded with. However, it transpired that a new witness was obtained who could give the evidence required, and it was agreed that the attendance of Mr. Sanders might safely be dispensed

with, and in a spirit of personal friendliness to the sergeant-at-arms, in view of his statement as to the great personal inconvenience he would be caused by being detained, he was allowed to go.

We wonder whether Sir Frederick Borden, Minister of Militia and Defence in the government of Canada, felt the concussions from and heard the sound of the big guns with which our neighbors are practising across the water from Esquimalt? There is no question that the friendly relations at present existing between the people of the United States and the people of Great Britain are likely to be, as we all pray they will be, permanent. But it is significant that just at this time when Great Britain is abandoning her chief stronghold on the Pacific the United States is establishing greater works and maintaining a strong fleet just opposite. It is but a short time since the more sensational of the newspapers of the United States were wont to assert that the fortifications at Esquimalt were a menace to the peace of the republic. We would not be foolish enough to contend that the military post across the Sound was established with the slightest reference to future relations with Great Britain or with Canada. Our reasoning would rather impel us to contemplate the possibility of misunderstandings with other powers, eventually which the United States must contemplate or it would never go to the expense of constructing and maintaining fleets for the defence of its coasts. What is a remote contingency in the case of the United States is not by any means so remote a contingency in the case of Great Britain, whose international relations are more complicated and whose physical environment is more vulnerable.

It was a bold thing of the "wee mannie" who cut a figure in the Alberti election out of all proportion to his general dimensions to come back and volunteer to tell as little as he could about the operations in the constituency; but what of the deputy returning officer who has so conveniently and inconspicuously, according to the point of view, taken a "trip to Seattle" while also come back and placed his stock of information at the service of the electors? Has the deputy done a "bit of a job" or has he merely gone down to the Portland fair to "pick up" some of the "big game" before he returns to his duties? We have not the slightest doubt that certain members or supporters of the government are well informed respecting the movements of the lost one. Will they undertake to produce him in order that the ends of justice may be served?

Ex-Premier Haultain, we are told, has been subjected to great temptations, but true to his party and to the sublime traditions of that party, he commanded the evil one to get behind him. There can be no doubt as to the noble qualities of the man, if we accept him at the estimation of his party friends and sympathizers. But the people of the Northwest know more about him at short range than any man can possible do at a long distance. We shall see what the electors of Saskatchewan have to say about Mr. Haultain through the ballot box.

Grandmother Langtry, at one time known as the "Jersey Lilly," has given up the attempt to gain fame in the "legitimate drama," and is going to try her fortunes in the United States on the vaudeville stage. The young and vivacious lady seems to have discovered her limitations rather late in life. It was doubtless under the advice of friends that she commenced her professional career at the wrong end. No doubt some ill-natured person will be heard to remark as he reads this interesting announcement that it is a case in which the application of the theory of Prof. Osler would be justified.

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# ISLAND RAILWAY IS INSPECTED BY CHIEF

## President Shaughnessy is Delighted--Drops Some Significant Remarks About Steamer Service.

(From Tuesday's Daily.)  
This morning a representative of the Times interviewed Sir Thomas Shaughnessy at the Victoria hotel, in regard principally to the local intentions of the C. P. R. Sir Thomas pleasantly defined to discuss the matter, on the ground that he had nothing of public importance to make known.

In reply to the question as to whether the company intended to carry on the extension of the E. & N. railway to the northern end of the island immediately, Sir Thomas said that this was a matter for future consideration. He was merely viewing the ground in his official capacity, and taking his own observations on the "condition" prevailing. The subject, however, was one that would certainly receive the attention of the company.

Asked as to whether the C. P. R. would enter the grain-carrying trade between Canada and Asia with a special fleet of grain-carrying steamers of their own, Sir Thomas replied: "There is no grain yet to ship."

Sir Thomas had nothing to say regarding the suggested enlargement of the hotel, but he was going to inspect progress, and from his own conclusions such questions as the maintenance of the double-daily steamer service of Vancouver and increased service to the Sound were matters of detail with which he had no immediate concern, but the company had many plans in contemplation in connection with the Pacific Coast and British Columbia business. It was impossible to undertake everything at once.

Sir Thomas is accompanied by Messrs. R. B. Angus, E. B. Osler, W. D. Matthews, L. Forget, William Whyte, C. B. Hosmer and J. Redmond.

In an interview at Vancouver Sir Thomas is reported as saying that Victoria and Vancouver are destined to become great flour and grain exporting centres, and that but for "British Columbia's outrageous labor legislation, they would have been so ten years ago." The legislation, according to the Vancouver interview, had prevented the influx of labor here and so made it difficult to clear land for agricultural purposes.

Sir Thomas Shaughnessy met the board of trade today, when sundry matters were discussed. He and his party will leave for the East to-morrow, going to Montreal via the Crown's Nest Pass route. Sir Thomas desires to get back to the East in plenty of time for the annual general meeting of the C. P. R. Co., which is to be held early in October.

The members of Sir Thomas' party are men of high reputation, both in this country and in the United Kingdom. Mr. Angus, it is interesting to note, is one of the original trustees of the old town site of Granville, or Gastown, or Vancouver; his fellow-trustee is Lord Strathcona. Mr. E. B. Osler, M. P., is the famous lawyer who, with "Bill" Lounsbury and Messrs. Blackstock and Meredith, made up a team of pleaders that often electrified the courts of Ontario with their eloquence and legal battles. Mr. Osler is general counsel for the C. P. R. Mr. Matthews is an enormously wealthy Toronto and Montreal stock broker, while Mr. Forget is also a millionaire, interested in many great industrial enterprises all over Canada. Mr. Whyte is second vice-president of the C. P. R., and general manager of the western division, with headquarters in Winnipeg. Mr. Hosmer has for many years been a director of the C. P. R., and one of the heads of the telegraph department. He is also one of the Ogdenville Flour Milling Company's chief stockholders.

All the members of the party seemed well pleased with the remarkable progress Victoria has made in the last ten years or so, and very well satisfied with the prospects at present enjoyed by this city.

(From Wednesday's Daily.)  
Sir Thomas Shaughnessy and his distinguished party left Victoria for the mainland on the steamer Princess Victoria this morning, en route to the East, after having "seen with their own eyes" the marvels of Western progress, particularly as shown forth in the works of their own great corporation. Messrs. W. F. Bullen, manager of the B. C. Marine

Company, and Capt. Troup, superintendent of the coast steamship service of the C. P. R., accompanied Sir Thomas and party to Vancouver.

The programme followed during Tuesday, the one day that the party had to spend on the island, was quite a large one, including as it did a trip by special express to the northern limit of the E. & N. railway system. Sir Thomas inspected the commodious repair and building shops at Wellington, and was somewhat surprised to find there an outfit so complete and modern for the making and mending of locomotives and railway cars and stock generally. The condition of the roadbed also greatly pleased the president, who seemed to have expected something different. The high trestles in the mountain district appeared to surprise him as they did B. Mann, when that famous railway constructor was through here a year or two ago. It is quite probable that those wooden structures will be done away with on no distant date and their places filled with steel and granite bridges, according to the policy of the company on its main lines.

The party stopped off at Chemainus, where E. J. Palmer, the superintendent of the Victoria Lumber Company, received them and took much pains to show them the operations of a first-class modern lumbering plant. It so happened that some enormous sticks had been sent down from the limits for shipment, and the dimensions of those toothpicks considerably impressed the Easterners, accustomed to the twigs and saplings called lumber in the Eastern woods.

Two vessels were at the loading berths taking on cargoes for far-distant parts of the world; and Mr. Palmer was in the happy position of being able to show Sir Thomas an order which the company had started to fill for no fewer than eighty-five carloads of lumber for the Northwest Territories.

Although Sir Thomas Shaughnessy would not discuss the grain shipping question, it is learned from another source that this industry is being more likely to assume proportions in the near future that will make Victoria and Vancouver rivals of Montreal and St. John as grain shipping ports.

The visit of Sir Thomas is expected to produce very tangible results before long.

At LadySmith the modus operandi of the cross-Gulf service between LadySmith and Vancouver was explained to Sir Thomas, and it is considered by some who have good means of judging, that this phase of the transportation question will be very likely to engage the company's particular attention. Sir Thomas also paid particular attention to the rolling stock on the Victoria line, and from one or two remarks dropped, there seems some probability of extensive changes being made, not only in that direction, but also in the Victoria and Vancouver lines.

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"Do you find that we have many difficult railway problems to settle this year?" asked the reporter.

"No, I cannot say that we have found anything so very difficult," was the reply of the commissioner. "The disputes are chiefly between rival railway companies, and if one will only give and take a bit there is no trouble. In fact I think the creation of a commission has a great tendency to bring about peaceful settlements of railway troubles, and very often when railway companies hear that the commission is coming, they will make an effort to have their disagreements adjusted before it sits."

He said they would probably hold a sitting in Vancouver. Afterwards they would go down to Nelson and after sitting there would return East.

The commission held a session at New Westminster on Tuesday, when the Commissioner Killam presided. The only important complaint was that Winnipeg merchants enjoyed a 21-cent preferential rate over Coast merchants to Kootenay points. It was cited that Victoria and Vancouver orders had been cancelled on these grounds. It was pointed out that Calgary was nearer Winnipeg than Winnipeg, and rates from either of the two latter points should be the same. The chairman drew attention to the increased cost of operating the mountain section. The C.P.R. is situated in the mountains, and the cost of operating is very high. The C.P.R. is situated in the mountains, and the cost of operating is very high. The C.P.R. is situated in the mountains, and the cost of operating is very high.

Thomas Shaughnessy while on his visit here was on board the steamer Princess Victoria. He was simply delighted with the speed, elegance and seaworthy qualities of the Pacific Coast's crack passenger steamer, and examined her critically in every part, from the engine rooms and stoke holds to the pilot house. He was then informed that the Princess Victoria had for nearly the whole season been taxed to her full legal carrying capacity in coping with the huge volume of tourist traffic that has poured steadily out to the Pacific Coast this year. "I believe," said Sir Thomas, "there is a room for another boat on the route, just like the Victoria."

A little later Sir Thomas expressed the opinion that the tourist and general passenger traffic of this year was nothing less than a world's record. He was coming years, talking into consideration the phenomenal expansion of Pacific Coast business in every direction and the vast amount of construction work being paid to this part of the world in the East and the European countries.

Remarks of that kind are not made lightly or thoughtlessly by men like Sir Thomas Shaughnessy. They indicate a confidence that should be very inspiring to the people of this city and province. There is no question as to what may take the trouble, a few years hence, to look up the statistics of traffic and business done in the year 1905 will smile as they contrast with the figures for, say, 1907 or 1908.

As one official said: "Companies like the C.P.R. do not spend money blindly or without a definite object in view. When the C.P.R. makes an investment like the purchase of the E. & N. for example, he is sure that the company has carefully examined the ground first, is fully aware of all the advantages and disadvantages, and buys for the one single purpose of

improving the bargain exactly as a prudent, shrewd merchant buys to make profits and improve his business. It is hardly necessary to remark that all the C.P.R. officials in Victoria have been delighted with the visit of their esteemed guest, and they are confidently looking forward to a restoration of the business. Sir Thomas is going home to attend the annual general meeting of the company fortified with personal knowledge of the progress and improvements that are manifest at the western end of the system, and there can be no doubt that he will impress his fellow-directors with the necessity of turning increased attention to the Pacific division.

It is entirely within the scope of early probability that the Victoria island will see developments on an unprecedented scale, the settlement of the agricultural areas, the opening up in a proper way of the immensely valuable fisheries, the increase of the mining industry, which is only in its infant infancy on Vancouver Island, and the founding of many varied industrial enterprises in Victoria.

Although Sir Thomas Shaughnessy would not discuss the grain shipping question, it is learned from another source that this industry is being more likely to assume proportions in the near future that will make Victoria and Vancouver rivals of Montreal and St. John as grain shipping ports.

The visit of Sir Thomas is expected to produce very tangible results before long.

### RAILWAY COMMISSION.

Meeting at New Westminster--An Interview With Hon. A. C. Killam.

The Railway Commissioners arrived at Vancouver on Monday night. The party is composed of Hon. A. C. Killam, chief commissioner; Dr. Mills, commissioner; J. T. Hardwell, chief traffic officer; E. B. Fremont, acting secretary; J. C. Owen, official reporter; R. Richardson, private secretary to the chief commissioner; and T. Chandler. Hon. M. E. Bernier did not come West with his colleagues.

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### CORDIAL WELCOME TO NEW RECTOR

#### RECEPTION TENDERED REV. T. W. GLADSTONE

#### Large Attendance of Congregation and Friends at Reformed Episcopal Church Last Evening.

In spite of the disagreeable weather there was a large gathering at the Reformed Episcopal church last evening to welcome the new rector, Rev. Thos. W. Gladstone and Mrs. Gladstone. In addition to the members of the church there were also present a number of clergy from other denominations in the city, including Rev. Dr. Campbell, Rev. J. McCoy and Rev. A. Ewing. A letter was read from Rev. H. A. Carson expressing his regret at not being able to attend.

The school room was very prettily decorated. R. S. Day presided, and an excellent programme was rendered. The Rev. H. H. Cridge delivered an address of welcome, which was listened to with pleasure by all present.

Rev. A. Ewing was asked to address the gathering. He made reference to the kind relations which existed between him and the Reformed Episcopal church. These had been further cemented at the death of Rev. Mr. Woods.

The address of the wardens was then read by E. A. Jacob. It was as follows: Rev. Thos. W. Gladstone: Reverend and Dear Sirs--As members and friends of the Church of Our Lord, we have assembled here tonight for the purpose of extending to you a hearty welcome. You have been led to favorably consider the call given to you to take the place of our late pastor, and we believe that we who are accustomed to worship in the adjoining sacred edifice have very much to be glad to see in the notice of our newly-elected shepherd and adviser in spiritual things.

Your letter to the congregation sent shortly before leaving London created a very profound impression on the minds of all who read it; and we are confident that the feeling prevails among our people which you have expressed in the notice of our newly-elected shepherd and adviser in spiritual things.

As wardens, we would assure you that you may depend upon our loyal support and co-operation in every effort that you may undertake at large will ever be ready to further your interest, and in turn they will, we are sure, be benefited by the experience and advice which you are eminently qualified to impart.

Not less heartily do we welcome Mrs. Gladstone and the other members of your family. We trust that their life and work here will be a blessing to all who come within their influence.

We hope that you and yours will enjoy happiness and prosperity, and that as pastor and people the bond of union now happily begun may continue and grow in strength as the years go by.

REV. T. W. GLADSTONE, Church Wardens.

High Praise for Splendid Organization Which is Coming to Victoria.

Judging by the unanimity in praise of the Toronto critics, there must be some peculiarly magnetic quality about the playing of the band of the Irish Guards, and which placed the most successful and engaged audience twice each day during their stay. It was not unusual for listeners to all available benches an hour before the concert began, and hundreds stood during the entire two hours' performance. The programme throughout have been of the very best class of music, and have been beautifully rendered. Whether it was ballad music, such as "The Goodbye," an overture by Tschakowsky, or the "Miserere" from "Il Trovatore," each and all was rendered with such mellowness and sweetness of tone and such artistic expression as to make band music a revelation to Canadians, and to elicit enthusiastic accolades. No other visiting band has ever won such warm and unstinted admiration.

### The Cause of Cancer

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### TRIO OF WEDDINGS SOLEMNIZED YESTERDAY

#### Mr. Wm Russel and Miss Andrews United in Bonds of Matrimony at Calvary Church.

#### At Calvary Baptist church last evening two well-known Victorians, Mr. William Russel and Miss Eva June Andrews, were united in wedlock, the ceremony being conducted by the retiring pastor, Rev. J. F. Vichert, M. A.

At Calvary Baptist church last evening two well-known Victorians, Mr. William Russel and Miss Eva June Andrews, were united in wedlock, the ceremony being conducted by the retiring pastor, Rev. J. F. Vichert, M. A. The interior of the edifice was beautifully adorned with the profusion of flowers artistically arranged by an energetic committee of young ladies for the occasion. There was a large attendance, the bride and groom took their places at the altar. The former, who was a popular member of the church choir, was attended by Misses Grace and Mattie Andrews, sisters of the bride. She wore a beautiful gown of white voile over silk and chiffon. She carried a magnificent shower bouquet of bridal roses and asparagus fern intermingled with sprays of carnations, gifts of the bridesmaids. The bride's going away dress was of blue tulle with cream and red flake trimmed with cream chiffon, vest and ties and bound with red applique. She wore a very beautiful and unique match. The bride was given away by her father Mr. Edmund W. Andrews.

After the services a reception was held at the residence of the bride's parents, Pine street. There was a large attendance, and Mr. and Mrs. Russel were overwhelmed with congratulations and ribbons and wore the customary bridal members of the Calvary Baptist church choir, of which the bride has been a prominent member for years, and many of its congregations. The bride was identified with the same church, being an usher there and a teacher at the Burnside Baptist mission Sunday school. Mr. and Mrs. Russel were identified with the same church, being an usher there and a teacher at the Burnside Baptist mission Sunday school. Mr. and Mrs. Russel were identified with the same church, being an usher there and a teacher at the Burnside Baptist mission Sunday school.

The groom's gift to the bride was a beautiful gold watch and pendant, and to the bridesmaids pearl brooches. Appended is the list of presents: Silver Calvary Baptist church engraved silver cake basket; bridegroom's Sunday school class, silver napkin rings; friends of Burnside mission, silver tea service; choir, silver and cut glass sugar dish; Mr. and Mrs. J. W. H. Gifford, silver knives and forks; Mr. and Mrs. R. J. Horton, cheque; Mr. and Mrs. H. A. Morgan (Vancouver), silver coffee spoons; Mr. and Mrs. J. H. Wilson, silver photo frame; G. W. Andrews, cheque; Mr. and Mrs. N. Allen (Vancouver), fish fork; Mr. and Mrs. E. B. Osler, silver spoons; Mr. and Mrs. G. E. Wilkinson, silver and oak butter dish; Mr. and Mrs. W. Beckwith, china cake plate; Miss Beckwith, silver doily; Mr. and Mrs. Angus Galbraith, Jr., Venetian vase; Mr. and Mrs. E. Burie, cheque; Mr. and Mrs. J. J. Gillis, silver pickle jar; Mr. and Mrs. Cherrill, china berry set; Mr. and Mrs. G. W. H. Gifford, silver vase; Mr. and Mrs. H. D. Dresser, silver and oak marmalade dish; Mr. and Mrs. Mercer, spirit lamp and silver sugar bowl; Mr. and Mrs. W. D. Dresser, silver cake basket; Mr. and Mrs. A. W. Dresser, silver tea pot and butter knife; bride's father and mother, household linen; Mr. and Mrs. S. J. Snyder, B. C. Coke, brown bread, cakes and tea; Mrs. (Capt.) J. Whitley, cakes; Miss Gosselman, candy and flowers; Mrs. Wm. Donaldson, two M. S. biscuits; M. W. Waitt & Co., piano hire; Watson & Hall, coffee, tea, candy, grapes and sardines; Mrs. F. Landsberg, sack sugar, tea and fruit; Mr. West, pig, ham, butter, etc.; Mr. I. Redgrave, sandwiches, cake, etc.; Mrs. J. Raymond, cakes; Mrs. H. Clay, cakes; Mr. Short, chocolates; Mrs. Bicknell, cakes; Miss Atkins, jelly; Terry & Maret, ice-cream.

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### CRICKETERS BACK FROM PORTLAND

#### WHERE THEY CAPTURED COAST CHAMPIONSHIP

#### Several Players Also Won Individual Prizes--L. York Tells of Eastern Trip.

After capturing the championship of the Pacific coast, besides a number of individual prizes offered for batting, bowling and wicket keeping members of the Victoria Cricket Club have returned from the Lewis and Clark exposition, Portland, Ore. They made a clean sweep, and naturally are proud of their exploits. Since their arrival congratulations have been the order, all interested in the game joining in welcoming the victors. Accompanying the team was L. York, Victoria's crack batter, who joined his club in Seattle, after participating in the annual international match between Canada and America in Toronto, and went with the local players to Portland in order to assist them to capture the honors of the occasion. In that tournament he contributed materially to the strength of the Victoria eleven and, in addition, won the gold medal offered for the best individual batting average. The two games in which the Canadians took part resulted overwhelmingly in their favor, none of the competing American eleven being able to face the bowling or to interfere with the batting of the cricketers from British Columbia's capital.

As is generally known, the Victoria club was accorded the honor this year of having one of its members, Joseph for the all-Canadian eleven against a team which included the best American experts. Louis York was the fortunate one selected. He did not know of his appointment until within a few days before the match and, therefore, was unable to reach Toronto in time to take part in more than two practice matches. On reaching Toronto Mr. York was cordially welcomed and invited to the grounds. He played on the Friday and Saturday preceding the Monday match, which the same took place, and was astonished to find the difference in batting from a turf and from a wax wicket. Being familiar with the latter he was able to adjust himself to the turf with the turf before the all-important game. This, in a measure, explains Mr. York's comparatively poor score, although, in conversation to-day, he expressed himself as unwilling to attempt to justify it beyond stating that more practice under the prevailing conditions would have enabled him to score more credit. Originally the Victorian had intended continuing his trip as far as New York. Owing to his dissatisfaction with the result, however, he decided to clear the remainder of the tour off and by participating in the matches continually in progress throughout Ontario to ascertain whether practice upon the turf would not enable him to give better results. Therefore, he joined the Rosedale Club, and in the two games with that organization he made one brilliant out and 41 runs. The last was made in a contest with St. Albans.

He states that the two teams were determined to a banquet the evening after the contest by the football club, while a dinner was given the players on Tuesday at the exhibition, which was then in progress, by the city.

The international game, Mr. York says, was not a specially fine exhibition of cricket. While the bowling was good and some individual batting creditable, the fielding, in his mind, was not up to western standard. The easterners, he said, expressed the opinion after the game that their team work in the field had been splendid, much better than in previous years. This surprised Mr. York, because during the two innings there had been four misses of flies, which might easily have been secured. In the international the Victorian played cover point, and his reliability and quickness won for him many encomiums. He was successful in bringing off an excellent piece of play which resulted in the retiring of an American attempting to secure a run on a clever short hit. Therefore, though his batting was hardly what his supporters expected, his fielding counterbalanced this; and Mr. York was much in demand by the cricket clubs of Toronto for the following week.

Discussing cricket as it is played in the East Mr. York expressed the opinion that the Victoria first eleven might line up against the best team of that section with even chances of success. He did not find the standard of cricket as high as he expected in Ontario, nor does he think the batting or bowling supported expectations. Only one "over" bowler," he stated, "who could be termed better than Gooch, one of our best local players."

According to the Victorian it is the intention of those in charge of the arrangement of the international match to hold their meeting for the selection of players during the year that has just passed. This was decided as a result of Mr. York's representations, who pointed out that those coming from the West could not be expected to do themselves justice with so short a time allowed for practice. As the managers evidently intend looking to the West more and therefore they will meet sooner and announce the appointments at an earlier date.

The wedding of Mary Eschell, the only daughter of the late Mr. and Mrs. Hugh Wilson Bowlsby Alkman, and Mr. John Hirsch, a prominent land surveyor, was solemnized yesterday at the Gables, 1000 West Broadway, by the Rev. Father Nicolai, who officiated. The bride was attended by Rev. Father Nicolai conducted the ceremony. The bride was attended by Rev. Father Nicolai conducted the ceremony. The bride was attended by Rev. Father Nicolai conducted the ceremony.

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MAY NEW WALKS ARE TO BE BUILT

EXTENSIVE WORK WILL BE DONE THIS YEAR

Over Eight Miles of Permanent Sidewalk Is Projected—Proceedings of Council Meeting.

About eight and a half more miles of permanent sidewalk will be laid in this city before the expiration of the present year. City Engineer Topp stated Monday night that seven miles of new walks have already been completed during the present season, and that the work planned appropriated the amount mentioned.

A by-law providing for the same was passed at the regular meeting of the city council last evening. Tenders were opened for the supply of new water pipe, and the Water Board By-law was put through its initial stages. These were the principal matters before the meeting.

In the absence of Mayor Bernard, Ald. Goddard took the chair. William P. Anderson, chief engineer of the marine and fisheries department, wrote notifying the council that he will recommend the granting of a foreshore grant on the harbor front, and that the deed for the same will be ready as soon as applied for.

It was decided to make application forthwith. A communication from Thos. C. Sorby was taken as read, and referred to the streets, bridges and sewers committee. It was as follows:

Gentlemen—I beg to state that a meeting of the owners of property along the waterfront of the inner harbor was held on the 12th inst. His Worship the Mayor presiding to consider their position and what steps they should take before the royal commission on transportation.

As about one-third of the whole assessable value of the city is situated along the waterfront, and probably one-third of the commercial value of the city is directly concerned in the commerce of this port, and in the numerous industries that are carried on in the harbor, it is of the utmost importance that the city and the industries should be encouraged by securing all possible harbor facilities.

Iron, for instance, for ship building, costs \$25 per ton from the ship wharves, while it arrives to the manufacturer in the harbor; fruit and other things the same. The manufactured lumber from the mills costs \$1 per thousand to lighter it to the wharves, while the extra charge, makes a difference of \$1.00 in favor of the Sound ports over Victoria in competition in the foreign markets, absolutely killing the industry.

This port is geographically the centre of the ship building, repairing and fitting industry of British Columbia and the North Pacific seaboard, but the insufficiency of water and the foul state of the harbor places its trade in the most disadvantageous position, and, in fact, quite unable to compete with the Sound ports, and one after another of these promising industries have been ruined.

The tortuous sixteen-foot channel is not enough for seafarers, but absolutely prohibitory to expansion of commerce, the building up of new and the fostering of established industries.

This meeting, therefore, elected a committee, consisting of Messrs. J. A. Hayward (chairman), A. J. Bechtel, J. Lennon, Captain Grant, J. Yates, and Hudson Bay Co., G. A. Kirk, and myself (as secretary), and they have decided to urge the following work as absolutely necessary to facilitate the transportation of Canadian products, and between the places of production and the foreign market through the port of Victoria:

(a) That the harbor be deepened from its entrance off the outer wharf to Point Ellice to a uniform depth of 25 feet.

(b) That the channel opposite Shoal Point westerly be about 800 feet wide.

(c) That the channel opposite Shoal Point northerly be about 600 feet wide.

(d) That the channel from the last point be widened as far out as Pelly Island, removing Platform Rock, etc.

he had examined the pound premises and would recommend that if it is the intention of the council to make it the permanent pound it would be necessary to remodel it, sewers put in, cement floors where the dogs are kept, new buildings and fences. But if only temporary, the shed should be reshingled and restituted put in the roof; a small roof over another portion, and four floors in the dog kennels, at a cost of \$150.

Referred to the streets, sewers and bridges committee. Tenders for the supply of water pipes were next opened. One tender was received late. A motion was made to receive the tender, when Ald. Stewart objected, as he said such a proceeding led to all kinds of trouble. Ald. Elford seconded the amendment. Ald. Douglas requested that the tender be accepted, as there was some doubt as to when it was received. The amendment carried.

The tenders opened were received from W. A. Ward, Finlay-Durham & Brodie, Walter S. Fraser & Co., Robt. Ward & Co., R. P. Rither, Marine Iron Works, Canadian Water Pipe Company, A. Shear, W. O'Neil Company (Vancouver), Evans, Coleman & Evans, and Pacific Coast Pipe Company (Vancouver).

The tenders were referred to the city engineer and water commissioner for report. The finance committee reported accounts totalling \$1,455. Received and adopted.

Hanna's motion regarding the construction of a permanent walk on Blanchard street was next considered and adopted.

Ald. Hanna's new motion regarding this sidewalk calls for a walk on the east side of Blanchard street to King's road, and from there on the west side of Second street to Hillside avenue.

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A report from the streets, bridges and sewers committee was received and carried.

The Water Board By-law was put through its final reading and passed.

By-law No. 7, relating to the construction of permanent sidewalks was next introduced, and was passed through its final reading, but the insufficiency of the plans, specifications, estimates and descriptions are adopted for the following sidewalks:

North side of Galedonia avenue, from Cook to Vancouver streets; on the north side of Callaghan street, from McClure to Vancouver streets; on south side of Michigan street, from Menzies to Westgate street, west side.

beam, 40 feet, and depth of hold, 25.6 feet. These measurements call for a steamer longer than the Princess Beatrice, a vessel completed in the yards last year, and considered a highly creditable work of marine architecture. They also provide for a steamer larger than any that has ever been built in a British Columbia shipyard.

In electrical equipment, in all details of construction, including the very important matter of strength, it is intended that the ship will meet the most exacting requirements of the public and owners, and that she will in every way be a worthy successor to the Princess Victoria on the Puget Sound and Victoria route. Should it be so decided that she will take her place in service on an alternative schedule with that on which the Princess Victoria is operated, she will have the speed necessary to uphold her part. It is, however, not mentioned in just what manner the new steamer will be run; all that is announced with respect to her speed being that next to the

NO SITE YET SELECTED. For Dominion Copper Company's Smelter—Manager W. C. Thomas is Still Looking Around.

Manager W. C. Thomas, of the projected Dominion Copper Company's smelter in the Boundary country, was in Nelson Saturday on a visit interested in the doings of the tariff commission, says the Daily News.

Speaking to a representative of the News in reference to the projected smelter, Mr. Thomas stated that he understood that a smelter site had already been fixed for him in Grand Forks, Greenwood and Midway, the Anacostand Standard being particularly positive in the matter. The cost of the smelter, he had been told, would run to \$750,000. Grand Forks was willing to give \$30,000 if the smelter were located at that city, and the newspapers had already definitely ascertained the amount of ore within the mines of the company and the number of furnaces which would be necessary to treat it. He has just come from Colorado and was pleased to find that enterprising journalism was not a whit less enthusiastic here than there.

The whereabouts of the smelter, which would surely be erected, was altogether dependent, Mr. Thomas said, upon the question of arrangements that could be made with the railways for freight rates. There were quite a number of sites suitable from various points of view, especially that of water, but the principal factor in the selection was that of the cost of the transportation of the ore and fuel to the reduction works. This is the only delay that is being experienced by the company.

Mr. Thomas was formerly manager of the Highland mine smelter at Denver, Colorado, and notwithstanding the acute labor troubles of that mining locality, Mr. Thomas has come away with a record from both sides of the question. He wears a gold watch presented to him by the employees of the Highland mine smelter, Denver, in April, 1903, on his departure from those works. His selection as manager is strong proof of the belief in him which is entertained by capital. With capital and labor both on his side, Mr. Thomas ought to make a record in the Boundary.

THE FISHERY COMMISSION. To-Day's Session Formulated the Programme to Be Followed and Main Questions for Discussion.

(From Tuesday's Daily). At the Board hotel this morning the members of the fisheries commission held a private session to draw up the general lines upon which the investigation is to be held. All the commissioners were present save Mr. Sweeney. It was learned that the main question discussed this morning was that of international relationships in fisheries matters. One of the commissioners assured the others that the present fisheries commission was undoubtedly the most important ever held in Canada, and that its report would be of very great value.

The whole question of the fisheries was to be gone into with unprecedented thoroughness so that the findings would embody the most up-to-date knowledge obtainable on the subject. It was understood that an immense amount of interesting detail already awaiting hearing by the commissioners.

THE KEEL LAID FOR ANOTHER STEAMER

Work Commenced in Yard of B. C. Marine Railway Company for Large C. P. R. Ship—Other Undertakings.

In the yard of the British Columbia Railway Company the keel of the new C. P. R. steamship, to be built for the Victoria and Seattle route, was laid yesterday. This is the vessel that has been projected for the service for some time. For months her plans have been under consideration, and as they have been now worked out they call for a ship almost a duplicate of the steamship Princess Victoria, the pride of the C. P. R. Company's fleet, only the new ship is to be 50 feet shorter, and instead of steel, from which the hull of the Victoria was constructed, the material to be used will be wood throughout.

The machinery will be built in Paisley, Scotland, and it will be of 2,500-horse power. This will give power sufficient for a very fast ship, such as it is intended the new one will be.

In point of superstructure or upper works, the steamer will be constructed along the same lines as the Victoria, that is she will have four decks, luxurious passenger accommodation, observation room on deck, smoking apartment, ladies' saloon and handsome cabins similar to those which have stamped the Victoria as the most palatial steamer running in northern Pacific waters.

The dimensions of the new ship will be as follows: Length of keel, 220 feet; beam, 40 feet, and depth of hold, 25.6 feet. These measurements call for a steamer longer than the Princess Beatrice, a vessel completed in the yards last year, and considered a highly creditable work of marine architecture. They also provide for a steamer larger than any that has ever been built in a British Columbia shipyard.

In electrical equipment, in all details of construction, including the very important matter of strength, it is intended that the ship will meet the most exacting requirements of the public and owners, and that she will in every way be a worthy successor to the Princess Victoria on the Puget Sound and Victoria route. Should it be so decided that she will take her place in service on an alternative schedule with that on which the Princess Victoria is operated, she will have the speed necessary to uphold her part. It is, however, not mentioned in just what manner the new steamer will be run; all that is announced with respect to her speed being that next to the

of this has just been laid down in the draughtsmen's room. The vessel, as previously announced, will be built of steel. She will be 100 feet long by 20 feet beam, and will have a speed of twelve knots. She will be modernly equipped, and it is calculated will altogether better meet the requirements of the quarantine service than the Earl, the present tender.

The company have, so, the contract for building new propellers for the Princess Beatrice and the Amur. It has been continually adding to its equipment in the past for expeditions west. They recently completed an important job on the C. R. steamer Danube, having thoroughly renovated her boilers and engines, added new plates to her bottom and sides, and placed on deck powerful winches capable of lifting 25 tons. With this acquisition the Danube will be still better equipped for the present business than she has been heretofore. Part of her deck has been renewed, and she has had new bulkheads built in her interior, and the ship is now about as good as new. The steamer Hope is another vessel to which the company have been giving some attention. She has been re-caulked and thoroughly overhauled, and in addition has received a new propeller.

From the above it will thus be seen that the British Columbia Marine Railway Company has been the busiest in the province in the way of shipbuilding. It is one on Puget Sound that has now a better showing of work. The result of so much business will have a very stimulating effect on the industry of the city, and in turn should have a beneficial bearing on other lines of trade.

DESERTED WIVES LOSE THEIR RIGHTS

LATEST PHASE OF THE LAW OF CALIFORNIA

Forsaken Spouses Must Wait Twelve Months Before They Can Sue For Alimony Under State Law.

The San Francisco Chronicle reports that "a decision which has a bearing on the maintenance suit against George D. Collins that led to his indictment for perjury was given the other day by Judge Sewall in the action for alimony which Charlotte Louise brought against Charles Louise Judge Sewall holds that under the law now a wife cannot sue for separate maintenance unless she has a cause of action for divorce, and so, when her complaint alleges desertion only she cannot get alimony until the desertion has continued for one year. This point was raised by Collins, and Judge Graham overruled it, and then it was that Collins filed the verified answer denying his marriage to Charlotte E. Collins, on which the perjury charge against him was based.

The Loses were married last year and Louise deserted his wife in last May. The California law is reviewed by Judge Sewall in a lengthy opinion in sustaining the demurrer to Mrs. Louise's complaint. He said that in this state a wife is not entitled to alimony until she has been deserted for one year. This point was raised by Collins, and Judge Graham overruled it, and then it was that Collins filed the verified answer denying his marriage to Charlotte E. Collins, on which the perjury charge against him was based.

DEVELOPMENT OF FISHERIES. Companies Are Prepared on Vancouver Island For Heavy Season.

(From Tuesday's Daily). Edward G. Taylor, of Nanaimo, fishery inspector under the Dominion government, is in the city attending the meetings of the fishery commission. He says that the plating of eastern oysters on this coast has to all appearance been followed by success. So far the bivalves are thriving well where planted, and Mr. Taylor has brought some samples to show Prof. Price, which have grown considerably since being planted here.

The inspector says that the outlook at Nanaimo for a good year in the fishing business is excellent. Several companies have been formed to cure dog salmon, which finds a ready sale in Japan. There are also arrangements made for curing herring, which amounts in this instance to the present time the herring is being taken at Pender Bay, where the very best quality is taken.

Mr. Taylor thinks that with the rapid development which has taken place in connection with other branches of the fishery business in British Columbia that the lack of sockeye salmon which is expected during the next three years will not be as severely felt as would have been expected. In the present trade in cohoes and dog salmon, which are not subject to the light and heavy seasons as is the case with the sockeyes. In their anxiety to get locations for their sites Mr. Taylor says the Foreshore as far as San Juan has been staked.

SOME SUPERFLOODS AND UNUSUAL DRAIN

UNCLE SAM IS DIRECTLY RESPONSIBLE FOR FALL

Victoria Gunner Sharps Say Recent Naval Gun Practice Caused the Present Unwelcome Moisture.

In conversation with a local meteorologist Tuesday a Times representative was assured that in spite of the incredulity expressed by many persons, the present disagreeable and very untimely wet weather is due to the firing of the heavy guns on the United States warships in the Straits for some days (and nights) past. He explained that the detonations of the great guns cause vibrations in the atmosphere, which set up what might be called minor vacuums, as well as cause a great disturbance of the electrical strata of the upper air, the effect being to attract toward the centre of disturbance the clouds and vapors floating in the higher altitudes. The accumulation of these supercharged masses precipitates the moisture in the usual way.

The meteorological effects of artillery practice are well-known to all who have lived near fortresses or naval stations. In India the artillery practices are invariably followed by terrific deluges of rain, the blue sky crowding up with masses of cloud in a remarkably short time. This phenomenon has been put to practical use by ingenious Americans, who have succeeded in "shaking down" the wholesome rain from the burning sides of southern Texas, Arizona and New Mexico with their rain bombs. Why this device is not applied in drought-stricken India to avert the awful famines that slay so many thousands of the people, is a wonderful instance of what conservatism can accomplish in rejecting modern inventions.

The practice embraced slow and steady, and the United States naval vessels off this port has been exceedingly thorough, no doubt due to the marvellous revelations of the Japanese-Russian war. The Times man was informed that these tests were probably some of the most severe undergone recently by American ships, guns and crews. The practice embraced slow and steady, and the United States naval vessels off this port has been exceedingly thorough, no doubt due to the marvellous revelations of the Japanese-Russian war. The Times man was informed that these tests were probably some of the most severe undergone recently by American ships, guns and crews.

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THE Tree Copper Co., Ltd.

Purchasers and Smelters of Copper, Gold and Silver Ores.

Smelting Works at LADYSMITH, VANCOUVER ISLAND, B. C.

Convenient to E. & N. Ry or the sea. CLERMONT LIVINGSTON, W. J. WATSON General Manager Smelter Manager.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"COMPANIES ACT, 1897."

Province of British Columbia, No. 287. This is to certify that "The Liverpool and London and Globe Insurance Company," authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The amount of the capital of the Company is \$2,000,000. The head office of the Company in this Province is situated at 108 Government street, Victoria, and Richard Hall, whose address is the same, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 12th day of July, one thousand nine hundred and five.

S. Y. WOOTTON, Registrar of Joint Stock Companies. To carry on the business of life assurance in all its branches and in particular to grant or effect assurances of all kinds for payment of money by way of single payment or by several payments or otherwise in respect of death, or sickness, or failure of issue, or of the attainment of a given age by any person or persons, or upon the expiration of any fixed or ascertainable period, or upon the happening of any other contingency or event dependent upon or connected with human life, or the occurrence of any contingency or event which would or might be taken to affect the interest, whether vested, contingent, expectant or otherwise, of any person or persons in any property subject or not to any such events as aforesaid happening in the lifetime of any person or persons, or upon the loss or recovery of contractual or testamentary capacity in any person or persons.

To carry on the business of fire insurance in all its branches and to grant insurances against injury or damage to or loss of property caused by or resulting from fire, lightning, hailstorm, tempests, earthquakes, explosions, the overflow or inundation of water or other moisture, or any other cause of a different kind, and to grant insurances in respect of the loss of or damage to property during transit by land or sea, and against loss or damage of property by burglary or theft.

NOTICE. I hereby give notice that, 60 days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to purchase the land in Cassiar District described as follows: Commencing at a post set at the northeast corner of lot 481 in Maple Bay, Portland Canal, marked H. E. S. E., thence 20 chains north, thence 20 chains more or less west to the shore of Portland Canal, thence 20 chains southerly along the shore of Portland Canal, thence 20 chains more or less east to the point of commencement, containing 40 acres more or less.

(Signed) H. L. ROBERTSON. 28th July, 1905. Per Wm. Noble, Agent.

SECOND-HAND PIANO FOR SALE—\$135. This instrument has been used by a teacher and is thoroughly good. It will be delivered free to any wharf or railway station in B. C. Hicks & Lovick Piano Co., 88 Government street, Vancouver. We have others. Write us for catalogue.

operation of the members in filling the duties of his position. They had always done their utmost to help him, and he sincerely appreciated their devotion. Mr. Oliver then handed to the secretary the following letter, and asked leave to retire. Before doing so, he called upon Mr. Mara, vice-president, to take the chair. The secretary then read Mr. Oliver's letter to the meeting as follows:

Victoria, B. C., Sept. 18th, 1905. E. Elworthy, Esq., Secretary Victoria, British Columbia, Board of Trade, Victoria, B. C. Dear Sir—As I shall very shortly be leaving the city permanently, I beg to tender my resignation as president of the board, and as a member of that body, and to express, in doing so, I cannot adequately express the real regret I feel in severing relations that have been increasingly friendly during the last four years, and that culminated in my being chosen to fill the president's chair. During my incumbency of that office, I can only speak of the great consideration shown me by members of the board and council without exception, and which shall ever be one of my pleasantest memories. With sincerest wishes for the future prosperity of the board and its members, Believe me, Yours faithfully, W. T. OLIVER.

It was then unanimously resolved that the board accept Mr. Oliver's resignation with deep regret, and at the same time extend to him hearty congratulations on his promotion. This resolution embodying the sentiments of the board will be conveyed to Mr. Oliver.

A ballot to fill the vacancy created by Mr. Oliver's resignation resulted in the election of Mr. Paterson to the presidency, the other nominee being J. A. Mara. The vacancy in the council caused by the election of Mr. Paterson as president was filled by the election of C. H. Lugin. This was all the business.

AGED ACTRESS ILL. Mrs. Charles Walcott Stricken With Paralysis and Is in Critical Condition. New York, Sept. 20.—Mrs. Charles Walcott, one of the oldest women on the American stage, was stricken with paralysis yesterday at her home near Rhinebeck. She is 70 years of age, and last reports was in a dangerous condition.

Mrs. Walcott began appearing with her husband nearly forty years ago, and made her greatest reputation as a member of the famous Lyceum Stock Company. Prior to this time, she appeared for many years in the Walnut street theatre stock company of Philadelphia.

Notice is hereby given that, within 30 days, I intend to apply to the Chief Commissioner of Lands and Works to purchase 640 acres surveyed, unsurveyed Crown land, situated near Francois Lake, Coast District, B. C., commencing at a stake about four miles south of Francois Lake, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence east 80 chains to point of commencement. J. L. BUCK. August 1st, 1905.

Notice is hereby given that, within 30 days, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 640 acres surveyed, unsurveyed Crown land, situated in Coast District, B. C., commencing at a stake about six miles south of Francois Lake, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence east 80 chains to point of commencement. J. M. McCRAW. August 1st, 1905.

Queen, Bella Coala Chief, Red Deer and Sulphur mineral claims, situated in the Bella Coala Mining Division of the Field of the Sitoum River, located on the left bank of the Sitoum River, near the Bella Coala River. Take notice that Mr. O. Kellor, former Commissioner of Lands and Works, has issued a certificate No. B85702, B. A. Arneson, free miner's certificate No. B85703, T. Olson, free miner's certificate No. B85704, and a free miner's certificate No.