

EXPRESS WRECKED ON ENGLISH ROAD

TWENTY-SEVEN PERSONS WERE INSTANTLY KILLED

Rev. E. L. King and A. L. Barwick, Both of Toronto, Among the Victims.

Salisbury, Eng., July 1.—Driving at a mad pace over the London & South-western railway, the American line express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1:57 o'clock this morning, and plunged to death in its wreckage twenty-three passengers, who sailed from New York June 23rd, and four of the trainmen. Besides those whom death came speedily a dozen persons were injured, some of them seriously.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travellers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth, and the long night ride across the country. If the New York had made a faster passage the sombre roster of the dead and injured would have been larger.

The Dead. The following is list of the first cabin passengers dead: Rev. E. L. King, Walter, of Toronto. Cassier, Louis, of Trumbull, Conn. Crossitta, Frederick Henry, of New York. Elphicke, Mrs. C. W., Chicago, Ill. Harding, Dudley W., 216 West 85th street, New York. Hitchcock, Mrs. L. N., 261 Central Park West, New York. Howleson, Miss Mary F., 31 West 81st street, New York. King, Rev. E. L., Toronto, Ont. Koch, Frank W., Allentown, Pa. McDonald, John E., New York city. McMeekin, C. F., New York city. Phipps, C. A., Toronto, Ont. Rev. E. L. King, New York. Sentell, Miss Gertrude M., New York. Sentell, Charles E., New York city. Smith, Mrs. Walter W., Dayton, Ohio.

Smith, Miss Eleanor, Dayton, O. Smith, Gerard, Dayton, Ohio. Waite, Mrs. Lillias, Hurd, 424 Fifth avenue, New York city. The following second class cabin passengers are dead: Kasper, Lewis, address unknown. Kester, Jules, address unobtainable. Thompson, W. H., address unobtainable.

The Injured. The following are the first cabin passengers injured: Allan, G. H. V., New York city. Mitchell, Robert S., Chicago, Ill. Griswold, Miss L. S., address unobtainable; Hitchcock, Miss M., New York city; Koch, Mrs. Allentown, Pa.; Koch, Miss Anna E., Allentown, Pa. The following second-class passengers were injured: Kask, Miss M., address unobtainable.

Canadian Victims. King, Rev. E. L., of Toronto, Ont., was pastor of the Davenport Road Anglican church, Toronto, and until recently was a professor in Trinity College. He was a native of England, and had been in Canada about eight years. Phipps, C. A., of Toronto, Ont., was the agent of the American line at Toronto, where he had been prominent in shipping and financial circles for some years. He was 53 years of age, and leaves a wife and child.

Barwick, Walter A., of Toronto, Ont., was one of the leaders of the Toronto Bar Association, and was a member of the Bar of Ontario. He was a prominent member of the Canadian senate in 1889. He was a Liberal and a prominent member of the Church of England. He was called to the bar in 1877. He was a partner of Postmaster-General Aylesworth, Moss & Wright. He was a King's counsel. His wife is the daughter of the late Isaac Atkinson, of Chicago.

Had Clear Track. The big American liner New York reached Plymouth at 9:30 o'clock Saturday night, and half an hour later there was a tender alongside to receive passengers for England. Several who had planned to embark and packed their baggage decided at the last moment to remain aboard. It was a fateful decision though not dictated by any fear. The run across the Atlantic had been pleasant. There were cheery partings when the passengers for London transferred to the evening tender, which waited them in the Devonport landing, where the express was being made up.

The train consisted of a powerful express engine, a tender, a baggage car, coaches and one combination guard's van and buffet. The passengers were soon entrained and at 11:30 the express pulled out. It was given a clear track and right-of-way on the run of 230 miles to London, which the express generally maintains an average speed of a mile a minute.

Driver Robins quickly gave the engine her head and the special was speeding swiftly through the night. It ran on safely and without incident until it entered the long railway yard at Salisbury when the passengers noted that the coaches began swaying from side to side. Suddenly, at the end of the long platform, when the track begins to curve towards the bridge spanning Fisherton street, the mill avenue of the city, the giant engine leaped from the track to the destruction of its trailing coaches and many of their occupants.

Scene of Disaster. A short distance from Salisbury begins a remarkable curve, which has sometimes been described as the most dangerous in the world and which certainly possesses elements of danger, not only does the line enter and leave the station on a curve, but where it crosses Fisherton street the line takes a slight rise in order to afford sufficient headway to the dipping roadway below. It was practically at this point that the engine jumped the rails and brought about a disaster almost without precedent both as regards the percentage of lives lost and the extent of the damage to rolling stock in the annals of British railway accidents and certainly of boat expresses.

At the scene of the catastrophe there are five lines of railway. Two are main lines, two others are devoted to local traffic and the fifth is a siding. Of these five lines, only two were occupied at the time of the accident. A milk train laden with empty cans was slowly winding its way towards the station in one direction to the express, while at the entrance to the siding there was a locomotive ready to furnish any service the milk train might require.

In the meantime the express which was due to run through with an empty line of rails on the other side of her, came pounding down the line, swaying heavily owing to the enormous speed. The inspector on the station watched with anxiety the course with his eyes and was horrified to see the train leave the rails and plunge into the rear of the milk train. A crash like the roar of artillery awakened many inhabitants of Salisbury a mile away.

Within some 20 seconds the whole train became a chaotic mass of wreckage. The ponderous engine having smashed the guard's van of the milk train to atoms and killed a guard. Instantly all the carriages broke from their couplings. The engine hurled itself against the side of the strong iron parapet which spanned the bridges almost throwing the train into the street below. The parapet was twisted out of all shape and a portion was detached and fell with a crash to the pavement.

The impact with the bridge was startling in its results. While the under parts of the railway carriages remained on their trucks, on the rails, the rest of the carriages projected over the bridge and the street below was strewn with glass and splinters. One passenger was hurled through the side of a broken carriage 30 feet to the embankment and either killed or mangled by the fall, or the mass of wreckage that fell on him.

The locomotive and tender rebounding from the parapet hurled their immense weight against the stationary locomotive which became a shapeless wreck, its boiler exploding, and so severely scalding the driver and fireman that the latter has since died.

The express engine finally turned turtle, broken backed. Carriage was piled upon carriage as if by giant hands, the stationary engine tilted to the right and the wreckage of one carriage on it and the engine and tender of the express almost locked into the stationary engine everything being splashed and splintered with the exception of the guards van of the express, which owing to the presence of mind of the guard, who quickly applied the brakes was not overturned.

The directions to engine drivers over this portion of the line is not to exceed a speed of 30 miles an hour, but it is alleged by calculations based on the times at which different signal boxes were passed that this speed was exceeded. Both the driver and stoker are dead, and it may therefore be difficult to obtain reliable information as to the speed the train was going when the accident occurred.

Debris on Fire. The horror of the scene which now presented itself was intensified by the calamity of fire. Flames shot up from the furnace of the over-turned engine and set fire to debris in the vicinity and the escape of gas from the reservoirs under the train. The officials with the greatest promptitude brought hose into play and checked the flames. The few officials in attendance who were reinforced by willing hands from the town went to the aid of the injured with lamps. Their groans were heart-rending, instead of the shrieks that might have been expected had all been stricken or too dazed by the suddenness of the tragedy to utter even a murmur.

When an opening was made into the second carriage the terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass. It was six or eight hours before it was found possible to remove them. In one of the compartments the bodies of the coach the Sentell family from New York were travelling together, of whom only Edward W. Sentell, the husband and father was found alive three hours after the accident.

Some water was handed him through a hole in the carriage, and shortly afterwards he was pulled out and taken to the infirmary bleeding profusely from a scarp wound and with his left leg badly fractured. The scenes around the wreck were such as to shake the strongest nerves. The sobbings and cries of young Mrs. Cossett wrung tears from many of the roughest among the rescuers. She was hurt, but her husband was so severely injured that, though still alive, his case was seen to be hopeless. He died shortly after being taken to the infirmary.

The platform was made a mortuary. Several of the dead and injured were imprisoned in compartments, and it was necessary to saw the partitions to effect their release. Others were caught under heavy wreckage. Several of the bodies were badly mangled and one woman was decapitated.

Mayor McClellan's Escape. London, July 1.—By a mere chance Mayor McClellan, of New York, was not on the wrecked American line special train. He had an appointment to keep in London to-day, and although the steamer was late arriving at Plymouth, he decided to come direct to London instead of going to Cherbourg with Mrs. McClellan, who was booked through to Paris. His hand baggage had been transferred to the tender to land at Plymouth, and he was going on board the tender when an officer of the New York, whom Mrs. McClellan had been asking to urge her husband to accompany her to Cherbourg, told the mayor he could still reach London in time to keep his appointment if he went on to Cherbourg and thence to Southampton. Just before the tender left the ship's side Mayor McClellan changed his mind, and the ship's steward threw his baggage back on board the New York as the tender was casting off her lines.

London, July 2.—The discussion of the sixth clause of the education bill, which makes attendance of children on elementary schools compulsory only during the hours of secular instruction, occupied much time in the House of Commons yesterday.

The government succeeded in defeating the hostile amendment by the small majority of 16 votes, and carried the clause by a majority of only 47 votes. Irish members protested strongly against so important a point being settled by such a small majority. The small majority was partly due to the government giving to the House a free hand, with the result that about 40 Liberals, including James Bryce, chief secretary for Ireland, and Sir Henry Fowler, chancellor of Lancaster, voted against the bill.

London, July 2.—In the House of Commons yesterday, the bill giving the port sanitary authorities of Manchester special powers for the inspection of all food products conveyed to Manchester by the ship canal passed its second reading.

John Burns, president of the local government board, however, pointed out that the bill was necessary in order that the people might be protected from foreign importers of bad meat. The recent Chicago meat packing scandals were urged by Mr. Burns as a further argument in favor of the bill.

San Francisco, July 2.—United States Circuit Judge Morrow rendered a decision yesterday morning which will be of interest to policy holders intending to bring suit against foreign or home insurance companies.

The matter came up in the argument on the demurrer of Andrews and Hengstler in the suits of the Barneson Insurance Company vs. the American Alliance Insurance Corporation and the New Zealand Insurance Company, of the Barneson Hibbard Company vs. the London Assurance Corporation and the Ocean Marine Insurance Co. The action was to recover insurance on a vessel lost at sea, but the decision may be applied to fire insurance cases as well.

The defendants demurred to the complaints on the ground that a separate suit should be brought against each company for the recovery of each company's share of the loss, and counsel contended that the demurrer should allow all the companies defendant in loss, to be made defendants in one suit which was unconstitutional.

Judge Morrow, in over-ruling the demurrer, said that the law, in his opinion, was a wise one and that it did justice to both parties. The matter, he added, was one of grave importance to the public at this time, and he was fully satisfied that the law was constitutional.

Vancouver, July 2.—Nine goals to three in favor of New Westminster was the score at the end of the lacrosse game yesterday with the Vancouver team. There is no disguising the fact that the result was a great surprise and disappointment to the supporters of the local twelve. The boys were expected to be in fine condition, and it was only in one or two individual cases that they were not. It did not seem to be so much a case of being out of condition as it did that the boys lacked good generalship, and thus when the critical moments came they were lost.

The fielding of the locals was good, very good, and their work was now and then spectacular, but in more cases, after the home got the ball, there was little effective work done. On the other hand every time New Westminster got their combination working on their end of the field, it was a case of a straight bore in on the flags, and in many cases the goal tender for the green and maroon was the only object interposed between the man with the ball and the back of the net. It is only a wonder that the score was not larger, and had it not been for Gibbons it would have been.

The New Westminster team were in great shape, and never seemed to lag at any stage of the game.

Richmond, Va., July 3.—Rev. W. C. Thurman, who predicted that the millennium would come in 1875, and whose prediction was believed by thousands of persons, some of whom were residents of Chicago, where he then lived, died in the city home here yesterday, aged 86.

EDUCATION BILL IN THE COMMONS

BRITISH GOVERNMENT'S SMALL MAJORITY

Carried the Clause Regarding Compulsory Attendance by Only Forty-Seven Votes.

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CAPT. HANK HAFF DEAD

Famous Skipper Who Sailed Cup De-fenders Passed Away at Long Island.

Islip, L. I., June 30.—Capt. Hank Haff, the veteran yacht master, died at his home here to-night, aged 69 years. He suffered from a complication of diseases and had been falling ever since the death of his wife, about a year ago.

Capt. Haff was one of the most famous yacht handers in this country. He sailed the Defender and Defender in the international races for the America's cup, and was master of the Vigilant when she went to the other side. He was captain of the Independence and had handled many other yachts. Capt. Haff is survived by two sons.

Buffalo, N. Y., July 3.—Justice White in the Supreme court yesterday rendered a decision of far reaching importance to the members of the Catholic Mutual Benefit Association. The judge holds that the advance in rates adopted by the Supreme Council at the 1903 convention held in Pittsburgh was illegal, on the ground that a certificate of insurance is a contract, and the rates named in the certificate cannot be raised. The judge also issued an order directing the Catholic Mutual Benefit Association to pay to the plaintiff in the actions, who is Michael Dowdall, all the moneys paid by him into the treasury of the organization in excess of the rate paid previous to the increase. It is said that the decision will be appealed.

Washington, D. C., July 3.—Sir Henry Mortimer Durand, the British ambassador, left Washington to-day for Lenox, Mass., where he will be with his family most of the summer.

Before leaving Washington, the ambassador had a long conference with the secretary of state concerning Anglo-American affairs. He expects to revisit Canada this summer, and it is believed that when Secretary Root and the ambassador return to Washington in the fall, they will be able to frame satisfactory treaties for the adjustment of the boundary and fishing disputes between the United States and Canada.

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ARGONAUTS AT HENLEY.

Won First Two Heats For the Grand Challenge Cup—The Crew Improving.

Henley, England, July 2.—The Argonauts (Toronto) beat First Trinity (Cambridge) today in the first heat for the grand challenge cup. The Argonauts won after a magnificent race by a bare length. The time was seven minutes 20 seconds.

The Argonauts who had the Bucks station, went off with a lively stroke of forty-one to the minute and drew away immediately. First Trinity hung on bull-doggedly, but were a length and a half behind at Fawley court, which was reached in three minutes, twenty-eight seconds. Here the Cambridge crew spurted and knocked off some of the intervening distance, but although First Trinity spurted again and again, they were unable to get their boat's nose beyond level with the stern of the visitors' shell.

In the preliminary heat for the diamond sculls to-day, Roy Adam of Australia beat W. B. West, of Philadelphia, by two and one-fourth lengths. Won Second Heat.

Henley, England, July 3.—In the second heat for the grand challenge cup to-day, the Argonauts (Canada) beat the Thames Rowing Club. Time, 7 minutes 4 seconds. The Canadians led throughout and won easily. Not a man of Argonauts showed the slightest sign of distress. They all sat up straight in their seats at the finish, and were accorded a fine reception.

The Argonauts are improving with racing, and many experts already consider that the fate of the grand challenge cup is sealed, and that it will leave England for the first time in its history.

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THE RUSSIAN AGRARIAN QUESTION

GOVERNMENT'S BILL FOR PEASANT OWNERSHIP

Provisions Made For Sale of Available Land to Those Having Insufficient.

St. Petersburg, July 3.—The government's agrarian bill has finally been approved, introduced in the lower house of parliament and published in the Official Messenger, accompanied by a sort of proclamation to the peasants glorifying the Emperor's constant solicitude for them. It attempts to show that the realization of socialist schemes for the nationalization of the lands, which the country has been deluded, instead of improving the lot of the peasants would result in inevitable misery. It would also deprive the peasants of the opportunity of obtaining work from the landlords from whom a large percentage of their income is derived.

As finally submitted, the government's solution makes the following proposition: First—To distribute upon "favorable terms" all the arable lands in European Russia to the peasants who have not sufficient land.

Second—To purchase for the account of the state, the land which private owners are willing to sell.

Third—To sell such land to the peasants on reasonable terms, even if this involves the absorption by the state of difference in the cost and the selling price.

Fourth—To establish the principle that new as well as old peasants lands are not saleable to persons not belonging to the peasant class, besides exempting the land from seizure for debt.

Fifth—To assist immigrants to reach Siberia and Central Asia, and to help them in installing themselves there, not only by allotments of land, but by the building of government roads.

Sixth—To make arrangements for the sale of the lands the immigrants leave behind them for the benefit of these immigrants, the rigorous improvement of agriculture, correcting the inequalities in plots of land and the right of the distribution of the lands severally where desired.

The statement accompanying the publication of the government's agrarian measure gives figures to prove that the peasant's dream that a universal distribution would give ample land to all is fallacious.

MUTUAL LIFE AFFAIRS. Committee Appointed by Trustees Submit Report—Mysterious Payments.

New York, July 1.—The sixth and final report of the committee appointed by the Mutual Life trustees last October to examine into the organization and management of the company was made public to-day. Practically every department of the company was examined by expert accountants, and while charges of mismanagement and wrong-doing are made, the report as a whole contains little that has not already been disclosed.

Accompanying the final report is a supplementary statement by the investigators, William H. Truesdale and John W. Auctress, which explains some of the statements made by the experts.

It is stated for instance, that the company holds about \$30,000,000 worth of real estate mortgage loans, which are in excess of 90 per cent of the valuation of the properties, which form their security. The committee explains, however, that there is nothing unlawful or unwise in the matter of these loans.

In support of the claim that the real estate holdings of the company have been estimated at conservative figures, the supplementary statement says that the company has sold more than 20 pieces of real estate, aggregating \$1,000,000, since the early part of the year, and these holdings brought over \$90,000 above their appraised value.

Former President McCurdy and his son, Robert H. McCurdy, are mildly scored by the investigators for their failure to supply them with certain information.

On the subject of the company's securities holdings the committee adds that during the past four years there has been a net profit of \$11,500,000 upon the securities sold or still held by the company. Criticism is made of the methods employed by the bond and mortgage department of the company.

Of the foreign loans examined the report says that 117 cases of irregularities involving \$45,177 were disclosed. Under the head of expenditures for a questionable character and for purposes not disclosed by the books and vouchers of the company, the report says: "The aggregate for the entire period (January 1st, 1898, to December 31st, 1905) the sum of \$913,874."

BILLS REPORTED. Ottawa, July 3.—The anti-union bill passed through committee to-day and was reported. The Yukon placer mining bill, as received from the Senate, also passed. The Senate amendment was adopted.

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Vol. 36.

VICTORIA, B. C., FRIDAY, JULY 6, 1906.

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Besides those whom death came speedily a dozen persons were injured, some of them seriously. The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travellers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth, and the long night ride across the country.

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The express engine finally turned turtle, broken backed. Carriage was piled upon carriage as if by giant hands, the stationary engine tilted to the right and the wreckage of one carriage on it and the engine and tender of the express almost locked into the stationary engine everything being splashed and splintered with the exception of the guards van of the express, which owing to the presence of mind of the guard, who quickly applied the brakes was not overturned. The directions to engine drivers over this portion of the line is not to exceed a speed of 30 miles an hour, but it is alleged by calculations based on the times at which different signal boxes were passed that this speed was exceeded.

Both the driver and stoker are dead, and it may therefore be difficult to obtain reliable information as to the speed the train was going when the accident occurred. Debris on Fire. The horror of the scene which now presented itself was intensified by the calamity of fire. Flames shot up from the furnace of the over-turned engine and set fire to debris in the vicinity and the escape of gas from the reservoirs under the train. The officials with the greatest promptitude brought hose into play and checked the flames. The few officials in attendance who were reinforced by willing hands from the town went to the aid of the injured with lamps. Their groans were heart-rending, instead of the shrieks that might have been expected had all been stricken or too dazed by the suddenness of the tragedy to utter even a murmur.

When an opening was made into the second carriage the terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass. It was six or eight hours before



HAS POINTED THE LIFE BOAT Built at Pachuca Lucy

DISAFECTED IN ARMY ALARMS CZAR

Instructs Military Commander to Stop "Disorders" Among Troops--Two Generals Dismissed in Disgrace.

St. Petersburg, July 5.—Emperor Nicholas has taken the almost unprecedented step of publicly directing Grand Duke Nicholas Nicholavitch, commander of the forces in the military district of St. Petersburg, to investigate and take measures to stop the "disorders" among the troops.

St. Petersburg, July 5.—The military situation in the Caucasus is exceedingly grave. Disaffection has appeared among practically all the troops, including Cossacks. Two battalions of infantry and four machine guns have been dispatched to Batoum to aid in the suppression of the mutiny there.

Under Martial Law. Bialystok, Russia, July 5.—General Bogalevski, temporary governor-general of Bialystok, which is still under martial law, has dismissed the mayor because he refused to accept a petition from the inhabitants asking for the conversion of an extraordinary session of the town council to deny the accuracy of the report of General Bader.

WINNIPEG NEWS.

Celebration of Fourth of July—Baptist Convention. Winnipeg, July 4.—Over 6,000 Americans and their friends celebrated the Glorious Fourth here to-day. The weather was ideal and a most enjoyable time was spent.

COULSTON ON RUSSIAN HOUSE

TAKES LITTLE INTEREST IN THE PROCEEDINGS Declares Regeneration of Empire Will Not Come Through a Political Struggle.

Yaroslavl, Poliana, July 5.—Count Leo Tolstoy, in the course of an interview yesterday, said the Russian Parliament interested him little. When he took up a paper, he said, he usually skipped the reports of parliament proceedings, but when he did glance at them they inspired him with the triple sensation of humor, irritation and disgust.

PRIZE WINNERS.

In Congregational Church Sunday School Sports at Picnic. An excellent programme of sports was held in connection with the annual picnic of the Congregational church Sunday school at Little Kanaka ranch on Dominion day. The results of these contests follow:

AN IMPORTANT GATHERING HERE

BIG CONVENTION TAKES PLACE AT EARLY DATE Advertising Men's Association of Pacific Coast Meets in Victoria—Outline of Programme.

Victoria will be visited by one of the most influential organizations in business circles the Northwest on Friday and Saturday, the 9th and 21st of the present month. On those days the annual convention of the Pacific Coast Advertising Men's Association will be held here for the transaction of business of vital importance.

LORD'S DAY BILL.

Power Granted to Provinces to Enact Further Legislation. Ottawa, June 28.—An important development in framing the Lord's Day Act took place to-day when Hon. Mr. Aylesworth accepted an amendment granting power to the provinces to enact further legislation with regard to Sunday observance provided that it not touch the Criminal Code.

The exemption clause, sub-section N, on motion of Mr. Aylesworth, was amended to permit the hiring of rowing and sailing boats, as well as horses and carriages for the personal use of the hirer or his family. Mr. Hughes thought that sailing launches should also be included in the section.

BRYAN ON THE DIGNITY OF LABOR SPEECH AT BANQUET OF AMERICAN SOCIETY

Says Odium That Rests Upon Work of Hand Exerts a Baneful Influence. London, July 4.—William J. Bryan was the central figure at the Independence Day dinner of the American society at the Hotel Cecil to-night.

and ornamented with cannon taken in war this form of boasting, once so popular is still in vogue, though time must give way to some emblem of victory less suggestive of slaughter.

NEARLY THREE THOUSAND VICTIMS

YESTERDAY'S CASUALTIES THROUGHOUT STATES Thirty-Eight Deaths Have Been Reported—Number of People Injured Placed at 2789.

Chicago, July 5.—The Tribune to-day publishes its ninth annual summary of the death and injuries caused throughout the United States by yesterday's celebration of the declaration of independence. The figures up to an early hour to-day were as follows:

THE BIALYSTOK MASSACRE.

Commission Has Evidence That the Outbreak Was Deliberately Prepared. St. Petersburg, July 4.—A point strongly brought out in the parliamentary reports of the massacre of Jews at Bialystok is that there was no religious hatred of the Jews among the Russian population.

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A SUNDAY SCHOOL LEAGUE SUGGESTED

Organization Proposed For Promotion of Summer and Winter Athletic Sports—Meeting Friday. An effort is being made to form a local Sunday school athletic league.

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LOG SCALERS NAMED BY THE GOVERNMENT

Andrew Haslam Will Be Supervisor of Work—Official Notices in the Gazette. In compliance with the legislation of last session a supervisor of log scaling and log scalers are being appointed by the government to carry out the work.

London, July 4.—Plain language was used by Dr. C. Hodgetts, secretary of the provincial board of health, at a meeting of that body yesterday in respect to certain conditions relative to the birth rate of Ontario.

JAMES KEIR HARDIE'S LETTER TO ZULU

London, July 5.—James Keir Hardie, the Socialist and independent labor leader and member of parliament, has addressed a letter to Zulu subjects in Edinburgh, in which he says the wholesale massacre of natives now going on in South Africa under the pretence of particular justice.

London, July 5.—Miss Kenny and the other women suffragists arrested in Cavendish square on June 21st for creating a disturbance outside of Chancellor of the Exchequer Aquilith's house, are proving embarrassing to the magistrate by insisting on martyrdom.

WOMEN SUFFRAGISTS.

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MISS SUTTON AND G. W. HILLIARD DEFEATED—H. L. DOHERTY'S VICTORY.

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PLAIN LANGUAGE.

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SUCCESSES FROM RURAL SCHOOLS

CANDIDATES PASSING HIGH SCHOOL ENTRANCE

Examinations Show Careful Training Given Scholars in Country Districts of Province.

In the rural centres of the province 237 candidates entered for the high school entrance examinations last month. Of this number 140 passed and are now qualified to attend a high school. Fernie and Golden occupies first place in successful competitors, as the whole number entered in each instance passed, as will be seen by the list below. Ernest Evans of Enderby leads the list of competitors with 842 marks, while Dorothy C. Jones, of Golden, comes a good second with 831. The full lists follow:

INSPECTORATE NO. 1. Embracing Vancouver Island and adjacent islands.—Number of candidates, 39; passed, 14. New Alberni Centre. New Alberni—Number of candidates, 2; passed, 2. Charlotte B. Birds, 629; Alexander S. Wood, 602. Bever Creek—Number of candidates, 2; passed, 0. Duncan Centre. Chemainus—Number of candidates, 4; passed, 4. Veta Monk, 703; Rosalind Marshall, 672; George Munro, 604; Rubie Van Norman, 557. Duncan—Number of candidates, 8; passed, 5. Harry Parker, 715; Earl R. Weismiller, 680; Nellie Robertson, 671; Herbert W. Dickie, 599; Annie Robertson, 585. Quamichan—Number of candidates, 4; passed, 0. Sidney Centre. Beaver Point—Number of candidates, 4; passed, 0. Burgoyne Bay—Number of candidates, 1; passed, 1. Winifred S. Lee, 708. Elk Lake—Number of candidates, 2; passed, 0. Prospect Lake—Number of candidates, 1; passed, 0. Saanich (North)—Number of candidates, 4; passed, 1. William A. Shopland, 564. Saanich (West)—Number of candidates, 1; passed, 0. Sidley—Number of candidates, 4; passed, 1. Ernest H. Munro, 571. Langley—Number of candidates, 1; passed, 0. INSPECTORATE NO. 2. Embracing the lower mainland—Number of candidates, 74; passed, 48.

Aldergrove Centre. Aldergrove—Number of candidates, 1; passed, 1. Annie Rucker, 570. Belmont—Number of candidates, 5; passed, 4. Edward Berry, 722; May Simonds, 675; Noble Monahan, 624; James Macdonald, 563. Langley—Number of candidates, 3; passed, 2. Harold Eckardt, 651; Elizabeth Skea, 617. Douglas—Number of candidates, 2; passed, 2. Samuel Anderson, 613; Clarence Sherlock, 604. Cloverdale—Number of candidates, 2; passed, 2. Roma E. Carncross, 762; Elmer Carter, 740. Ladner—Number of candidates, 1; passed, 0. Surrey Centre—Number of candidates, 1; passed, 1. Ailie Wright, 551. Ladner Centre. Delta—Number of candidates, 1; passed, 1. Frederick G. Weaver, 617. Gullside—Number of candidates, 1; passed, 1. Clive Cairnes, 742. Ladner—Number of candidates, 10; passed, 7. Leana Leary, 712; Ada Leary, 680; Herbert Hume, 641; Margaret McKenzie, 622; Warren Livingstone, 620; Minerva Smith, 575; Olive Wattworth, 576. Westham—Number of candidates, 4; passed, 2. Louis Tomblaine, 570; Ruth Cederberg, 551. Maple Ridge Centre. Coquitlam—Number of candidates, 4; passed, 1. Beatrice M. Quilty, 635. Hammond—Number of candidates, 1; passed, 1. Stella L. Sharpe, 550. Lillooet (South)—Number of candidates, 1; passed, 1. Olive M. Blake, 585. Maple Ridge—Number of candidates, 2; passed, 4. Alice D. Murfatoro, 624; Violet E. Ray, 622; Evelyn Laity, 627; John A. Pope, 607. Mission Centre. Burton—Number of candidates, 1; passed, 0. Prudade—Number of candidates, 2; passed, 0. Harrison River—Number of candidates, 2; passed, 2. Christina A. Carleton, 637; Annetta E. Tretheway, 552. Hazle Lake—Number of candidates, 2; passed, 0. Jubilee—Number of candidates, 3; passed, 3. Frank A. McTavish, 594; George L. Marsh, 582; Francis M. McCormick, 571. Matsqui—Number of candidates, 3; passed, 2. Minnie Crist, 555; Muriel A. Page, 614. Mt. Lehman—Number of candidates, 1; passed, 1. Rhoda A. Craig, 593. Nicome—Number of candidates, 1; passed, 1. Kate A. Macdonald, 642. Vale—Number of candidates, 3; passed, 2. Alice Creighton, 584; Grace A. Williamson, 562. Port Essington Centre. Port Essington—Number of candidates, 3; passed, 0. Port Simpson Centre. Port Simpson—Number of candidates, 4; passed, 3. Sophie K. Brentzen, 702.

INSPECTORATE NO. 3

THE DRIVING PARK THROUGH YESTERDAY

Contests Were Well Conducted and Interesting Throughout—The Results of All Events.

Public interest in horseracing has been revived in Victoria and very desirable accomplishment has been made through the efforts of members of the Victoria Driving Association responsible for the Dominion Day meet held on Saturday and Monday. Confidence in the sport has been somewhat shaken because of the number of previous worthless races on the local track. But the recent competitions, those conducted under the auspices of the new organization, have shown the sport-loving public just how enjoyable good-humored races, run off in a strictly bona fide manner, can be made to the spectator. The races of both Saturday and Monday were par excellence, the best that have been seen in Victoria, and those in charge are entitled to the sincerest congratulations.

While the races were a splendid success from the standpoint of their management and interest they were not, unfortunately, profitable for the organizers. It is stated, in fact, that the latter will lose something like forty per cent. of their investment. How can that be when the large attendance of Saturday and Monday, together with the grand stand receipts, are taken into consideration? It is the question invariably asked. These, however large they may appear to be to the casual observer of an outsider, were not sufficient to cover the heavy outlay prize money, and the expenses of bringing competing horses from Seattle to Victoria. Had the attendance been as good on the first day as yesterday the two ends might have been made to meet. As it is, however, the enterprise of those who undertook the arrangement of the meet has been poorly rewarded.

The grounds of the Victoria driving park were crowded yesterday. There were in the neighborhood of two thousand people present. They crowded the grand stand, and surged for a long distance on either side of the track, congregating in the exceptionally large numbers at the starting post. The Fifth Regiment band was in attendance, and enlivened the proceedings with a choice programme of music. The weather was warm, it might more properly be termed hot, and ice cream, lemonade and various other refreshing beverages piled a profitable trade. The first race was called promptly on time. It was a running contest for five-eighths of a mile, and there were six entries. The finish was close, Nanon crossing the line first with Amara, the Trapshootor second and third respectively. Their time was 1:05. The second event was for three-quarters of a mile and proved exciting. Baranca was in first followed closely by Ambitious and Ambitious. Time, 1:18. The two races which followed were on a par with those that preceded them. On horses bunched well all around the track presenting a truly pretty picture as the first one jockey and then another was seen to force to the front only to be slowly but surely forced out of the premier position. Every contest was run in good time, and the satisfaction expressed by the judge in his announcements was echoed by most of those present.

Probably the piece de resistance of the afternoon's programme was the fifth race, the last on the programme. It was for trotting and pacing, and was finely put up, and evidently well bred and able to set a good clip. But the other equipment—a springless sulky with a Santa Claus-like driver looked so odd in comparison with the immaculate turn-out of the other races that the apparent amusement was excusable. B. C. King was in charge of his own race, and despite the latter's rather disconcerting reception he drove up to the starting line undaunted, his whiskers flying in the air defiantly. But if the people in the grand stand thought him a joke it didn't take him long to convince them of their mistake. His horse took him around the track at a tremendous clip, and he came in with a good lead. Mike Director following, Sister Stell and Victoria Girl trailing behind at regular intervals. The victor received an enthusiastic ovation, which he acknowledged rather curtly, but courteously. Time, 2:38 4-5.

At this stage an innovation was introduced in the form of a race between two brothers, Bob and Ren MacKay. The former, being the younger and the smaller in stature, was the favorite. They circled the track in fine style, and Bob drew up the winner by a wide margin. He was riding bare-back, and the performance was greeted with cheers. Shortly after the boys were seen in the midst of a hot argument. Then they changed horses and rode back and started out again on their own account. Again the small boy won out, beating his brother by a wide margin. The latter had been unable to bring in the elder boy was unsatisfied, and once more Bob undertook to defeat him, and succeeded. He was rewarded for his pluckiness by a handsome contribution collected from among the spectators.

When the second heat of the trotting and pacing race was brought on it was noticed that Mr. Harrison drove the victor for his pluckiness by a handsome contribution collected from among the spectators. When the second heat of the trotting and pacing race was brought on it was noticed that Mr. Harrison drove the victor for his pluckiness by a handsome contribution collected from among the spectators.

THE TEMPERATURE OF THE SKIN IN DIFFERENT parts of the body varies widely, but the temperature of the deeper organs remains remarkably constant.

HORSE RACES A SPLENDID SUCCESS

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CELEBRATION OF DOMINION DAY

MANY PICNICS AT ISLAND BEAUTY SPOTS

City Practically Deserted For Pleasure Resorts and Sea Beaches of Vicinity.

Victoria citizens largely spent Dominion Day outside the city, attending picnics at different points on the island. The concluding afternoon of the two days' horse racing at the driving park, particulars of which are given elsewhere, attracted a large audience. Some three hundred people boarded the steamer City of Nanaimo yesterday morning at the C. P. R. dock. Their destination was Cowichan Bay, that charming excursion spot which is being developed by W. B. Fisher. According to advertisement the vessel was to leave the dock at 9 o'clock, and it was very shortly after that hour that she cast off and started for the bay. The harbor, flags flying and passengers composing themselves for a trip of unalloyed pleasure. It would be impossible to give one who has never made the run across the Gulf Islands under such ideal weather conditions as prevailed yesterday an adequate idea of its varied beauties by means of description. The excursion steamer circled in and out among the islands which dot the approach to Cowichan Bay in bewildering fashion, passing through channels apparently scarcely wide enough to make her a good berth, and at every turn disclosing new scenic beauties to the eyes of the pleasure seekers aboard. At one minute she would seem to be heading directly on to a rock bound coast, and just when the people were beginning to look for miles in either direction a delightful secluded passage would be discovered. As the steamer sailed slowly along such natural canal admirer's exclamation could be heard on all hands. And the trip continued, everyone expressing themselves delighted, and continually pointing out new charms. Before their destination was reached it is safe to say that few have found willing to deny that an excursion among the Gulf Islands is one of the most pleasurable summer outings to be obtained in the North Pacific.

It was about noon that Cowichan Bay was reached. Some had partaken of their midday meal on board the ship, but the majority had brought baskets with the intention of making it a genuine picnic. The latter left the vessel and went along the beach, and seaside roads searching for the most secluded spots on the beach. As there were plenty of such locations it wasn't long before the entire waterfront presented the appearance of one large picnic ground. The water was calm and smoked within two or three yards of each other, and the cheery shouts of the children as they bathed or waded in the warm waters of the bay could be heard for miles in either direction. When the Victorians arrived they were greeted by what appeared to be the entire population of Duncan and the surrounding district. They were in a humorous attitude, and seemed to enter into the spirit of the holiday most heartily. Not only were the white people there, but the Indians, gay in red, yellow and other no less speaking colors, were on hand in masses. They could be seen skimming over the calm waters of the bay in their picturesque canoes, or squatted in groups upon the beach conversing in guttural tones. Briefly it was a festive occasion, and everyone was out with the evident determination of enjoying the fun to the full.

About 2:30 the regatta began, and people lined the decks of the City of Nanaimo to witness the finishes. There were Indian races, and the contestants entered into them with their usual vim. But the motor launch race, the upsetting competition and the greasy pole were those which attracted most attention. There was a large entry in the latter, and the contortions of the athletes in their efforts to reach the end without tumbling into the water below created much amusement. Just as the latter was completed a shrill sharp blast from the excursion boat announced the time of her departure for Victoria.

The trip back was uneventful, although perhaps even more delightful than that of the morning. The city was reached at about 8 o'clock, and the majority of the pleasure seekers went home tired but happy in the thought of a day of exceeding pleasant memories. Next Saturday the steamer City of Nanaimo will make another run among the islands. She will start from the C. P. R. dock at 2 o'clock, making a landing at North Saanich, and returning in the early evening. Three special trains on the E. & N. took the scholars and friends of St. Andrew's and First Presbyterian churches to Goldstream on their joint excursion. Many games were engaged in, and there was a good programme of sports for the youngsters. Everybody present enjoyed themselves to the full. The afternoon was a success, and other festivities, there being a union picnic of three Methodist churches. The Metropolitan, Victoria West and Spring Ridge had joined forces for the occasion, and there was, in consequence, very large attendance. In addition to a long programme of athletic sports there were two baseball matches. In the morning there was one between the Metropolitan and Spring Ridge, and there was, in consequence, a win for the former with a score of 9 to 5. The afternoon match was an uncommon one, mixed teams of ladies and gentlemen competing. It was between the Metropolitan and Spring Ridge churches and the first being 13 and 9 respectively. The list of sports was as follows: Twenty-five yards, boys under six, 5 prizes; 50 yards, girls under nine, 3 prizes; 50 yards, boys under nine, 3 prizes; 50 yards, girls under nine, 3 prizes; 50 yards, boys under nine, 3 prizes; 50 yards, girls under nine, 3 prizes; 100 yards, boys under 12, 3 prizes; 75 yards, 3-legged race, boys under 14, 2 prizes; 100 yards, boys under 16, 3 prizes; 75 yards, girls under 16, 3 prizes; ball throwing contest, open to ladies, 3 prizes; 150 yards, men's race, over 16, 2 prizes.

The Congregational Sunday school chose the new Gorge Park for its excursion and needless to say there was a large attendance. This pleasure resort attracted a large number who enjoyed themselves with bathing and aquatic sports. There were also a number of games and races for the scholars. The Baptist picnic at Langford was a most successful affair, and everybody voted it the best yet. The baseball match between Galvany and the Burnside and Victorians' missions was the big feature of the day's entertainment. The home school won easily by 11 to 3 though the children thought they had their mother going in the first inning. In the afternoon races were contested. The following are the prize winners: Boys' under 14, 1st, Arthur Middleton; 2nd, Willie Campbell. Boys under 12, 1st, Fred Campbell; 2nd, Robert Dinsdale. Boys under 10, 1st, Roy Campbell; 2nd, Donald McIntyre. Girls under 14, 1st, Margaret Clarke. Girls under 12, 1st, Maud Burley; 2nd, Edna McIntyre. Girls under 10, 1st, Bessie Tongence; 2nd, Edie Smith. Girls under 8, 1st, Helen Tapscott; 2nd, Let French. Three-legged race, Willie Campbell and Sydney Dinsdale. Men's race, 1st, Robt. Owens; 2nd, John Miller. Skipping race, Maud Burley. Thread and needle race, Winnie Procter and Willie Campbell. The tug-of-war resulted in a win for the benefactors over the bachelors. Centennial Methodist church had its outing at Sidney, about 300 attending and crowding the special train engaged for the occasion. There were the usual sports and games for the youngsters, which the following is a complete list: Boys and girls under 6, 30 yards straight; boys, 6 to 8, 30 yards straight; girls, 6 to 8, 30 yards straight; boys, under 10, 75 yards; girls, under 10, 75 yards; boys, under 12, 75 yards; girls, under 12, 75 yards; boys, sack race; boys, under 14, 100 yards; girls, under 14, 100 yards; boys, over 14, egg and spoon race; boys, boot race, 50 yards and return; girls, skipping rope race (straight); boys, obstacle race; lady teachers, throwing tennis ball; girls (open), 50 yards and return; boys (open), 25 yards; ladies, needle threading race, 25 yards and return; boys, potato peeling contest; men, tug-of-war, married vs. single; ladies, tug-of-war, married vs. single.

In the tug-of-war the married men won from the bachelors, but the maids proved too strong for the matrons, the single ladies winning after an exciting struggle. For the Dominion Day holiday the E. & N. railway arranged a double train service between all points, the afternoon trains operating on the same schedule as the usual Saturday, Sunday and Wednesday afternoon trains. This additional service, together with the excursion rates in effect, attracted a large number of people to the different popular resorts along the line.

SATURDAY PICNIC. Scholars of the Reformed Episcopal Church Spend Happy Day at Goldstream. The annual picnic and excursion of the Sunday school and friends of the Church of Our Lord (Reformed Episcopal) on Saturday was an unqualified success. The place chosen was Goldstream, and the charms of the situation with the kindly facilities provided by Mr. Slater, of the Goldstream hotel, fully justified the choice. The bulk of the company journeyed by the 9 a. m. train, and in spite of the fact that the early morning had been wet, the numbers were large. More followed on the afternoon train. The bulk of the day was spent in rambles through the lovely woods, beside the stream, while many of the older ones visited the power house, from which Victoria is supplied with electric light and power. A programme of sports occupied the afternoon, and suitable prizes were given for each event. The starters were Capt. Fleet and Tom Brown, and the judge, Rev. T. W. Gladstone. In the hop, step and jump, Aylmer Carter overcame the field by a margin of 30 feet 3 inches. The winners in the different races were as follows: Boys' race, 9 and under—1st, Cecil Lundy; 2nd, Fred Casey. Girls' race and under—1st, Audrey Carter; 2nd, Madge Durrick. Boys' race, 12 and under—1st, J. J. Belford; 2nd, Vere Carter. Girls' race, 12 and under—1st, Mary Chies; 2nd, Mary Roberts. Boys' race over 12 and under—1st, Aylmer Carter; 2nd, Victor Lawson. Girls' race over 12 and under—1st, Irene Carter; 2nd, Susie Williams. Little one handicap—1st, Teddy Barnes; 2nd, Margie Stewart. Three-legged race, boys—1st, Aylmer Carter and G. Chugranes. Three-legged race, girls—1st, G. Bebbington and Irene Carter. Potato race, 12 and under—1st, Boys, J. Belford; girls, E. Chugranes. Potato race, under 12—1st, K. Heyland; 2nd, Aylmer Carter. Sack race, boys—1st, Jack Belford; 2nd, Charlie Brown. Gretna Green race—1st, Charlie Brown; 2nd, Irene Carter. Hop, step and jump—1st, Aylmer Carter. Skipping competition—Glady's Parker and Irene Carter, a tie.

Crop correspondents of Ontario Vegetable Association in reports for the month of June, state that the season this year is from one to two weeks behind last year, owing to frequent rains and lack of warm weather. This condition prevails throughout the province. Warm weather is badly needed to bring on crops.

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# WARM DEBATE ON NEW PARK QUESTION

## AT REGULAR MEETING OF CIVIC FATHERS

### Committee Recommends Purchase of North Ward Property For Recreation Grounds.

All chairs were occupied at the regular weekly business gathering of the city council held Tuesday. The proceedings were opened by an exceedingly lively interview with Mrs. Drowsditch and her son, Abner, regarding the proposed destruction of old sheds upon their property fronting on Pandora street. A full account appears in another column. A report was received from the city assessor upon the contemplated redistribution of wards, while the park committee recommended the purchase of a site in the North Ward for recreation grounds for the benefit of that locality.

On motion of Ald. Hall the matter was laid on the table for a week in order to give the aldermen an opportunity to look into the details of the scheme.

Richard Hall and thirty-two other residents of Dunedin street and vicinity asked that it be opened clear through to Burnside road. They argued that as the lower part of the thoroughfare was well built up it was entitled to some consideration. Referred to the streets, bridges and sewers committee.

W. A. Beckwith drew attention to the need of a light at the corner of Prior street and Hillside avenue. Referred to the light committee.

Duncan McMillan and other property owners on the west side of Quadra street between certain points protested against the laying of cement sidewalks in that locality. They claimed ignorance of the council's intention until quite lately, having had no official notification receiving the information through the medium of the newspaper.

Ald. Vincent moved, seconded by Ald. Stewart that the by-law remain intact, the work being carried out as originally planned.

In this connection Mayor Morley spoke of the prevalence of encroachment upon city property by private homesteads. He thought some method of notification should be given the citizens concerned to move their fences back. In Seattle, he believed, there was a law enforced which provided that a house standing upon corporation land for ten years or more could not be removed. Of course there was no such legislation in vogue on the Canadian side of the line, but it went to show the possibilities.

Ald. Fell was of the opinion that some person should be given the duty of attending to this question. He did not think it would be a very difficult matter to keep property owners within their own domain now that the permanent sidewalks were becoming so common. He added that an attempt had been made by the municipality to obtain legislation to enable it to take action in extreme cases, but the effort had failed. With the assistance of the municipalities better success might be achieved were another endeavor decided upon.

The finance committee, among other recommendations, asked that \$100 be granted to clear liabilities in connection with the Victoria Day celebrations. They are asked that accounts amounting to \$8,789.94 be paid. The report was adopted.

Ald. Davey drew attention to the proposed expenditure of an additional \$750 for the completion of the road embankment work. This sum, he said, had been saved from the improvement of Rock Bay bridge, and was contemplated to turn it over to another undertaking. In view of the fact that the auditor's report showed that the council was \$17,000 in arrears, he believed that it was poor policy to thus dispose of any possible savings, however small.

Ald. Vincent moved that the recommendation be adopted. He pointed out that the work had already practically been completed, and would have to be paid for.

After some further discussion, in which Ald. Davey protested against having such an expenditure forced on the council, the motion carried.

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# Shipping

Capt. Schonwandt, representing the owners of the German steamer Mariechen, still has that vessel to dispose of. The auction at which the steamer was offered for sale Tuesday afternoon attracted probably a score of marine men to Esquimalt, where the ship lies in drydock, and it failed completely to arouse any spirited competition. Only one bid was made, namely, by J. H. Greer, who offered \$18,000. This offer was declined. Capt. Schonwandt remarking that he would rather keep the ship than part with her for such a sum.

The auction is the third attempt which the owners have made to make some disposition of the steamer. They first called for tenders for the making of repairs. These were regarded as too high. Then she was offered for sale by private tender, with no result, and Tuesday's effort met with the same disappointment. The Mariechen is owned by M. Jensen, of Hamburg, having acquired her from C. Irving & Co. of London, England, in 1904. Originally she was known as the Clan Matheson, and was then operated in the Chinese trade. She was built at Glasgow in 1883, her tonnage being 2,531 register.

In making disposition of the steamer there are two parties concerned—the owner and underwriters—and between these has arisen a dispute which involves a large sum of money in German law. It is held that as the steamer was insured for a total loss, the owner cannot recover if she sells for more than it has cost to raise her and tow her to Esquimalt. Into the dispute enters a question also as to freight charges, so that in all the ship represents a rather knotty problem.

In the meanwhile the steamer is in drydock and expenses are piling up on somebody. Eventually she must be repaired here by some one, for she is not in a condition to leave Esquimalt without temporary repairs being made at Esquimalt. It is not known where the owner of the ship the result of yesterday's auction, and he is to-day awaiting instructions.

Northern advices say that the freight at White Horse has been cleared up and all freight which is being handled by the White Pass and Yukon route is shipped down river without delay.

Miss W. Williams, of Victoria, thought recent papers showed a decided improvement, but considered the nature study too extensive.

The uniformity of standard for high school entrance occasioned little remark, other than that no reason could be given for the disturbance of existing conditions.

The meeting unanimously decided that there was no practicable substitute for the entrance examination, but was divided as to whether pupils who failed by a few marks in one or two subjects should be allowed a supplemental examination, or pass by recommendation of their respective teachers.

In reply to the question as to the desirability of erecting an election booth for the purpose of holding an election of subjects, Mr. Coatham and Mr. King, Surrey, registered a decided "no." The latter said that this became but a means of dodging difficult subjects and cited extreme instances of students supposedly advanced in high school work who were ignorant of even the parts of speech.

On the other hand, J. M. Campbell said that alternative studies, geometry and latin, instead of history, had been tried in the Boys' Central school, and had proved, from the pupils' standpoint, highly beneficial. It entailed, however, much extra work for the principal.

S. Moore stated that many trustees and parents had requested him to recommend that book-keeping be taught in the boys as more valuable than the mechanical drawing now in vogue, and to the girls' theory of music.

Mr. Tait also favored an election of subjects, particularly with regard to the aim of the school, and the requirements and best interests of the scholars. "We may make mistakes," he said; "a department even is not infallible, but we do our best. A good old-fashioned paper is in reality an intricate problem, and when in this we shall at length succeed in pleasing every teacher we shall surely have achieved the millennium."

The session then proceeded to consider the introduction of departmental teaching in Common schools. Many arguments pro and con were advanced, but one school, it appeared, had actually made the experiment.

City Superintendent Argue, of Vancouver, in opening the debate, stated that this method of instruction was intended to relieve those students who desired to specialize in certain subjects. Further advantage was the contact it afforded with the personalities of the several teachers. He recognized, however, that there might result a tendency to over study; pressure might be probably would be brought to bear upon the pupils by each teacher in favor of his particular subject. This could be obviated by the principals specifying the maximum amount of home work to be exacted in each branch of study.

"A more serious objection would be the lack of correlation of studies. In some measure this might be supplied by harmony of the different teachers and frequent consultation.

D. M. Robertson, of Vancouver, opposed any such innovation. He averred that the work would then be done by specialists, the "cranks" who would lay undue emphasis upon their own particular study.

Mr. Tait had proved the scheme a success in North Ward school. "The ideal of a teacher," he said, "will teach every subject equally well, and with equal enthusiasm. But the ideal teacher does not exist." He pointed out that it would be a decided advantage to the pupils to receive instruction in special subjects from those most competent to impart it. By this means greater breadth, and also more continuity of teaching would be obtained than by the "one-teacher" system.

Mr. Caspell, of Victoria, and Mr. Bennett, of Cumberland, also approved the benefit derived from contact with various minds.

THE GOVERNOR AND COMPANY OF ADVENTURERS OF ENGLAND TRADING INTO HUDSON'S BAY.

Notice is hereby given that, 60 days after date, the Governor and Company of Adventurers of England Trading into Hudson's Bay, known as the Hudson's Bay Company, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase for pasture purposes the following described land situated in Coast District, B. C., about four miles north-easterly from the east end of Stuart's Island, viz.: Situated from a post marked H. B. C. S. E. corner, thence astronomically east 40 chains, thence astronomically west 80 chains, thence astronomically south 40 chains, thence astronomically north 40 chains to point of commencement, containing three hundred and twenty acres more or less.

JAMES THOMPSON, Chief Commissioner of Lands and Works, Victoria, B. C., 21st September, 1906.

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