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W. S. GORE,
Lands and Works
department, Victoria.

TRACTORS.

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S. GORE,
Lands and Works
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Vancouver Northern

Report of What Railway Magnates Have in View Regarding Roads

Stave Lake Power Will Likely Be Operated on Extensive Scale

Site Purchased for New Shingle Mill on the Fraser River

From Our Own Correspondent.

Vancouver, Aug. 20.—It is now known that Mr. James Hill recently made a trip to South Westminster. He would come no further, and those British Columbians interested in many local schemes with the railway magnate held a meeting with him across the river. Many interesting reports have been circulated since this meeting. One authority stated positively to the Colonist correspondent, that every inch of right-of-way between Vancouver and Westminster had been purchased by the Vancouver and Northern Railway charter holders, and that surveys were now on the route resurveying the road. Clergue of the 'Sault Ste. Marie' is one of the principal capitalists behind the scheme, but the Hill and Morgan interests are also backing it. The charter granting the right to build the road to Dawson, it is said, will never be taken advantage of. The idea is to get into Vancouver and connect with the Great Northern system via South Westminster as quickly as possible. One stockholder stated that the promoters would not use the bridge that a ferry would be used across the Fraser, and that the road would be into Vancouver in less than a year.

The same informant gave the route of the road as follows. Through penitentiary gulch, and along the gully by Burnaby lake entering Vancouver near the Sugar Refinery, the terminus being the site now occupied by the Hastings mill, which would be moved to make way for the new mill. Besides the names of citizens, not interested in the purchase, large blocks of land had also been bought in North Vancouver by Mr. Smith, known to represent the Hill interests.

Persistent rumors are in circulation regarding the Stave Lake Power proposition. Mr. Ferguson, manager in New York State closing negotiations with the company's backers. The name of the capitalists who are to finance the proposition has not been divulged, but it is an open secret that the same financiers who are outfitting a million dollars to bring power from Stave Lake to Vancouver and Westminster, are successfully operating a big water power electrical plant on the Pacific Coast. This corporation is reported to have said that the Stave Lake proposition is not only feasible, but is child's play in comparison to other schemes that they have successfully launched of a similar nature.

Among the numerous undertakings to be sponsored with Stave Lake power, an electric railway, between Vancouver and a point on the Fraser, by the pumps, etc. Preliminary work at the mill of cost \$300,000. Actual work on the big scheme will commence in September. A syndicate, said to be Ottawa capitalists, have purchased a large tract of land, said to be over a mile in length, on the Fraser river, between the nettle river and Ross. It is generally believed that the syndicate is generally believed in the vicinity that the dimensions of the very large dimensions is to be one of the industries established there. There are also hints of boat building and lumbering.

AFTER MANY YEARS, IN SEPTEMBER

Nordstrom Likely to Die on the Scaffold This Week

Seattle, Aug. 20.—Chas. W. Nordstrom will in all probability be hanged in the Garret of the King's County court house on Friday, for the murder of W. J. Mason, nearly ten years ago. Jas. Hamilton Lewis, counsel for the prisoner, failed to secure a stay of proceedings from Judge W. R. Bell of the Supreme court today, and the execution is not appealable. Nordstrom, for the first time in his ten years' imprisonment broke down and wept, when in his cell.

MIKE QUINN'S DEATH

Result of Inquest on the Accident in Extension

Nanaimo, Aug. 20.—(Special)—The inquest into Mike Quinn's death at the extension this afternoon was conducted by Coroner Davis in this city. The evidence of Inspector of Mines Morgan and Manager Bryden described the finding of a mangled lamp near where the body lay, and that the safety lamp was in good condition. John Johns, foreman, testified to knowing Quinn kept an ordinary lamp in the mine, and knew the place where it was usually kept. He searched after the accident and failed to find the lamp in that place. William Cross, foreman of the fire hoses in No. 3 shaft, corroborated the statements of Johns. No other conclusion was to be reached, but that Quinn used his ordinary lamp, not suspecting gas to be present. The coroner's jury brought in a verdict: "That Mike Quinn came to his death by an explosion of fire-damp, in violation of his opinion, by a mangled lamp found near the body of the deceased."

COL GORTON ILL

Canadian Soldier Reported Dangerously Sick in South Africa

Kinross, Aug. 20.—(Special)—E. J. B. Pense is in receipt of a message reporting that Lt.-Col. Gorton is dangerously ill in South Africa. Col. Gorton was formerly district officer commanding at front and went in with the Second contingent as a special officer. He was to return to the front with the Second contingent as a special officer. He was to return to the front with the Second contingent as a special officer. He was to return to the front with the Second contingent as a special officer.

ACQUITTED

Trial of Helen Frog, Accused of Killing Her Husband

Winnipeg, Man., Aug. 20.—(Special)—Judge Richards and jury reached Selkirk tonight from Norway House where the judge presided at the trial of Helen Frog for murdering her husband. The woman was acquitted with a heavy fine.

GOING GOOD

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CHINESE PROTOCOL

Omission of Demand to Destroy Forts Due to Li Hung Chang

Beijing, Aug. 20.—The omission from the peace settlement protocol of a provision for the destruction of Chinese forts, was due chiefly to Li Hung Chang's protests. He represented that it would be a great disgrace to himself who had built the forts, to sign an agreement for their destruction. Moreover, he might be punished therefore. The omission in novise affects their destruction, which will be carried out on the ground of military necessity. The clerical work of preparing copies of the protocol is likely to delay the signing for a few days.

SOUTH SEA TRIP

Frank Burnett Will Make Tour in His Own Schooner

Vancouver, Aug. 20.—(Special)—Mr. Frank Burnett has retired from active business and has chartered a 40-ton schooner by Sydney, Australia. He will meet the schooner at Fiji, and with a brother, a well known sea captain, in command, he will tour the South Sea Islands for nine months on a pleasure trip, seeking adventures and doing some small trading with the natives. Several friends will accompany Mr. Burnett.

Lull in the Steel Strike

Contest Settling Down to Determined Struggle Neither Means to Yield

Pittsburg, Aug. 20.—Following the rapid moves of yesterday on each side of the great steel strike, there was a lull today, and neither side took decisive action. The contest seems to be settling down into a determined struggle, in which neither side will acknowledge defeat while there is hope left. Joseph Bishop, the Ohio arbitrator, appeared here today, but both sides promptly repudiated the suggestion that another move for peace was being considered.

Interesting Incident Showing Gratitude of Men to Superintendent's Wife

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DIED ON YUKON

Capt. Dixon of Steamer Louise Succumbs to Heart Disease

Dawson, Aug. 16, via Seattle, Aug. 20.—A telegram from Seattle today announces that Capt. E. D. Dixon, captain of the steamer Louise, died at Circle City on August 3 of heart disease. The captain is en route up the river with four barges. The steamer will not progress slow, but she will be here in a day or two.

SCOTTISH CLANS

Delegates From Canada and United States Meet in Pittsburg

Pittsburg, Pa., Aug. 20.—The 700th biennial convention of the order of the Scottish clans opened at this hall in this city today with 150 delegates present from the United States and Canada. The convention will last three days and the sessions will be secret.

TRACKMEN'S STRIKE

Situation in Montreal Said to Be Unchanged

Montreal, Aug. 20.—(Special)—The strike situation on the C. P. R. remains unchanged here. It is stated that the strike thus far has cost the trackmen \$60,000 in assessments and \$500,000 in wages. Another call for \$300,000 will be made immediately.

ROLLING STOCK DESTROYED

Fifty Cars and Union Pacific Freight Shed at Omaha Burned

Omaha, Neb., Aug. 20.—The freight shed and 25 loaded and 25 empty cars belonging to the Union Pacific Railway, were burned at the transfer depot of that company in Council Bluffs today, causing a loss estimated at nearly \$100,000.

WORLD'S CHAMPIONSHIP

Jeffries and Kithin Sten Articles to Fight in Early Winter

San Francisco, Aug. 20.—Jim Jeffries and Gus Kithin today signed an agreement to fight for the championship of the world, the match to take place either in November or December, before the club offering the largest purse.

COLONEL MARCHAND

French Officer of Fashoda Fame Promoted to a Brigade

Paris, Aug. 20.—Lt.-Col. Marchand of Fashoda fame, has been promoted to a chief command of a brigade of French troops in China.

To Expel Negroes

Race War Springs Up in Missouri as Result of Girl's Murder

Three Men Lynched, One Supposed to be Innocent of Crime

People of Pierce City Say That All Colored People Must Depart

Springfield, Mo., Aug. 20.—After all the conflicting stories from Pierce City have been sifted, it develops that three negroes lost their lives there as a result of the murder of Gazelle Wild. The dead are William Godley, hanged from the porch of the Lawrence hotel, and his body riddled with bullets; French Godley, grandfather of William Godley, shot in his own house; Pete Hampton, burned in his own house, but probably shot before the fire.

Eugene Barret, also known as Carter, in confession while a rope was around his neck, accused Joe Lark, a San Francisco porter, of being implicated in the crime. Lark was arrested today in this city. This afternoon he gave a detailed statement as to his whereabouts on Sunday, and he is believed to be not guilty. Some here think that Barret told any story to save his life.

The funeral of Miss Wild took place today and was witnessed by several thousand people.

Pierce City is near the junction of four divisions of the San Francisco line, and trains from all directions brought in large numbers of armed men, beat on woodshed if necessary. When the mob last night went to the section of the city occupied by the negroes, some one in the cabins opened fire, but no one was hurt.

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OIL WORKS ABLAZE

Atlantic Refining Plant at Point Breeze a Total Loss

Philadelphia, Pa., Aug. 20.—Fire, which began yesterday at the works of the Atlantic Refining Company, at Point Breeze, is still burning fiercely, and all hope of saving the company's property is given up. An explosion late this afternoon carried away the pumping machinery and nothing remains now apparently except to await the configuration to burn until the oil is all consumed. The clerical work of preparing copies of the protocol is likely to delay the signing for a few days.

DEADLY QUARREL

Gillespie Began as Peacemaker, Then Killed Wm. Griffin

San Francisco, Cal., Aug. 20.—George D. Gillespie, well known politician, shot and killed Wm. P. Griffin, a politician's apprentice tonight. Griffin, who roomed in a lodging house conducted by Gillespie, entered their apartment and endeavored to pacify the angry husband. According to Gillespie's statement, Griffin made a move as though to secure and use a revolver which he drew his pistol and fired with fatal result.

Ambassador Is Recalled

France Breaks Off Diplomatic Relations With the Sublime Porte

Constantinople, Aug. 21.—The French ambassador, M. Constans, has notified the Sultan's first secretary that all diplomatic relations between France and Turkey are broken off, and the ambassador has informed his government to this effect.

M. Constans communicated direct with the Sultan because the latest negotiations were transacted with the Sultan personally.

The ambassador justified his action on the ground that the Sultan broke his direct, personal promise to M. Constans, at an audience in the Yildiz palace on Thursday regarding the purchase of the guns, and the settlement of the disputed French claims. The foreign minister also gave formal assurance that the agreement would be carried out, in view of this double breach of faith, the ambassador has decided to terminate relations with Turkey.

Paris, Aug. 21.—It was announced in a despatch from Constantinople, dated Sunday, that the Sultan had agreed to raise a loan of 40,000,000 francs with a French company, on the understanding that eventually they would be taken up by the Turkish government.

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Lipton In New York

Arrives on the Teutonic and Receives a Cordial Greeting From Americans

Makes a Little Speech Showing His Appreciation of Reception

Thinks Shamrock II Will Make a Fast Rival for the Defender

New York, Aug. 21.—Sir Thomas Lipton, challenger for the America's cup, arrived in this city at 8 o'clock this evening. He met with a most cordial reception, the steamship Teutonic, on which he was a passenger, received one continuous ovation from Sandy Hook to her dock. Sir Thomas and his party landed at their dock and were driven to the Waldorf Astoria. Tomorrow morning he will take up his quarters on the Teutonic, now anchored off Stapleton. Included in the party of Sir Thomas were Mr. Geo. Lennox Watson, designer of the Shamrock; Hon. Charles Russell, who will represent the Royal Yacht Club on the America cup defense; Mr. J. B. Hilliard, a prominent Clyde yachtman; Mr. John Westwood and Mr. W. M. Duncan. Sir Thomas comes to the United States for his second attempt to lift the cup, cheerful and resolute. He has this to say: "I am delighted to be again in America, and should be ungrateful if I did not say that I am pleased with the reception that has already been given me. I think I can do better this time, for I have in Shamrock II a boat that is at least nine minutes faster over a 30-mile course than the Shamrock I, and the old boat during trials on the other side was five to ten minutes faster than when she raced in America in 1899.

"At any rate, we expect to make a good race against the American defender, whether she be Constitution or Columbia. I am hoping for a good breeze to lift the races, for certainly Shamrock II is something better than a light weather boat. Whatever the outcome I shall be thoroughly satisfied that the better boat has won, for I have a good opinion of the American seamanship, and the fairness of the New York Yacht Club, under whose auspices the races are held. My recollection of my attempt to lift the cup two years ago is also a pleasant one, and I hope to cement the friendship then so pleasantly begun."

The only thing Sir Thomas has to criticize about yacht racing is the rule of measurement.

Sir Thomas and Designer Watson hope to see the races at Oyster Bay tomorrow between the Constitution and Columbia.

The Teutonic was sighted about 4:30 this afternoon east of Sandy Hook light. The news of her probable arrival about 5 o'clock tonight, already communicated to the Lipton fleet at anchor off Stapleton. Preparations were made to give Sir Thomas a cordial greeting.

Shamrock II, flying Sir Thomas Lipton's private signal at the masthead and the blue ensign of the Royal Yacht Club at her stern, was all ready at sundown tonight to take her first trip in American waters. Lipton's fleet of 39 men of her crew and Capt. Sycamore, her designer, George L. Watson, more, lined up on the pier and gave three hearty cheers. The old pilot boat that served for years on board from the Ocean Yacht Club, and Commodore Wikland, of the Staten Land Yacht Club, whose boat station was being tended to the Lipton fleet, ordered a salute fired in honor of the Shamrock's owner.

THE SCHLEY INQUIRY.

U. S. Navy Department Declines to

STORIES OF SURVIVORS

More Passengers and Crew of Wrecked Islander Arrive.

Particulars Show That Officers and Men Behaved Well.

Details Of Heart-Breaking Scenes When Ship Sank.

While revised lists received at Vancouver yesterday by the steamer Farallon place the loss of life in the disaster to the steamer Islander at considerably less than stated by those who arrived by the Queen, the wreck of the steamer still remains as one of the greatest marine disasters which have ever occurred in the North Pacific.

FORCED OFF RAFT.

Inhuman Treatment of Captain and Mate by Passengers.

Second Officer Powell, one of the survivors of the steamer Islander, who, like the other heroes who remained on the sinking ship to the end, gives details of the tragic end of Capt. H. R. Foote and other additional details of the happenings on the sinking steamer just before she took her fatal plunge.

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Called in a delirious manner by his wife and child, and as he sat there bemoaning their sad fate, he heard a little girl crying nearby, and thinking that it was the voice of his child that he heard he suddenly sprang up and went over to the little girl, and looked eagerly into her face, only to find, alas, that it was the face of a little stranger.

SAD STORIES.

First Body That Dr. Phillips Picked up Was That of His Own Child.

Some stories which are peculiarly sad are told by the survivors of the catastrophe. The experiences of Dr. W. S. Phillips of Seattle who lost wife and child in the catastrophe, were heart-rending. After struggling out of the straits in which he and his wife and little girl of four years of age had been asleep at the time of the crash, the doctor endeavored to make his way with his

Up-to-Date Styles - AT - WEILER BROS. Latest Novelties From Paris, Berlin, London. WEILER BROS. VICTORIA B. C.

Brownlee, Second Engineer Allan, Third Engineer Ailes, Fourth Engineer Denny each one of them waited until the engines were useless, and there was no use in their remaining in the engine room, and then went to render assistance in getting out the boats, declining a place themselves. Firemen and others, each and every man, remained in his place until Chief Engineer Brownlee said "Save yourselves boys—the vessel is sinking."

Business arranged to start in business at White Horse, from where he was returning by boat, passed by the Islander. R. M. Higham was bartender of the Islander. He was met by his wife at the landing of the Yosemite and welcomed home. Alex. LeBlanc, of the steward's department, another survivor who returned last night, is a cousin of the pilot, who is confined to his house suffering from the effects of the injuries received during the wreck. C. P. R. ingill, another arrival by the Yosemite, who was a waiter on the steamer, was formerly a messenger for the C. P. R., and is well known locally as "Texas." He was rescued by Mate Neurotos.

LATE MR. BELL. An Old Employee of Hudson's Bay Company and Seventy Years of Age.

Mr. P. W. Bell, while he had no permanent place of abode, might well be called a Victorian, as his widow and two daughters, Mrs. F. B. Pemberton and Miss Bell, reside here. One son is on the staff of the C. P. R. at Cape Town in South Africa; another is on the staff of a Bank of Commerce in Dawson and a third also resides in the North. Mr. Bell, who was 70 years of age, went to Dawson by the steamer Yosemite, but was also lost, and the two intended to take a trip into the Stewart River country, but it is believed that they abandoned this and came straight out. He was one of the old-time employees of the Hudson's Bay Company, and at one time was chief factor, and had led a very active life on the frontier. He was a married man, and had two young boys and must have still retained a measure of his love for adventure, as it was the intention of himself and Dr. Duncan to make a long trip on the Yukon in a canoe.

DR. JOHN DUNCAN. Was Surgeon to the Canadian Volunteers During the Rebellion.

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NOTES. According to an experienced local navigator, had the steamer Islander answered her helm and been run towards the beach, as was intended, she would in all probability have filled and foundered much quicker than being forced at full speed against the rushing water, than she did under the existing circumstances.

Mr. Hart Lost His Gold Dust But Still Had Money. H. H. Hart of Dawson, who lost \$35,000 in gold with the Islander, having thrown his well laden satchel on the hurricane deck of the steamer when he slid down to the boat, has considerable currency in his pocket, and when the boat landed her contingent of survivors on the beach, he built a fire, and taking the well laden satchel in his pocket, laid them around the fire in rows to dry them, remarking as some of the survivors came to look at his row of bills, that he didn't care about the loss of his sixteen years' earnings, anyhow, for he still had money left.

George McL. Brown, executive officer of the C. P. R., had a busy day yesterday. Yesterday morning he rode around to the different houses of the bereaved relatives of those lost in the disaster, and offered all the assistance that is in his power to the company to render. He has arranged that the bodies of many of the dead as can be secured will be brought to Victoria for burial. Giving information to relatives, bringing news to those who lost their loved ones, writing telegrams to the friends of those lost to notify their far away friends, in a hundred and one ways, Mr. Brown was kept busy yesterday.

Mr. Morgan of Winnipeg One of Those Who Went Down With the Ship But Survived. J. H. Morgan, an insurance agent of Winnipeg, who was one of those who went down with the steamer, but was lifted to the surface by his life preserver, says that at the time of the wreck, he, Capt. H. R. Foote, and Mr. P. T. Brown of Dawson, and Mr. Douglas were in the dining room. Capt. Foote came off with 12:30 a. m., and he asked the man in the room, a little while, and then went down to the dining room. They were sitting at lunch when the boat struck, and as soon as the crash occurred, Capt. Foote jumped from his seat and ran upstairs two at a time, and up to the bridge. Morgan followed the captain on to the bridge, and says the captain was giving his orders very clearly and coolly. The captain stayed to the last, and Morgan remained there too. His watch stopped at 2:12, which was about the time he thinks that the vessel went down.

THE HOME-GANG. Large Crowd Awaited the Arrival of Survivors on the Yosemite. There was a scene of much excitement at the inner wharf when the Yosemite arrived last night, bringing a number of the survivors of the steamer Islander, who had come down on the Farallon to Vancouver. Several hundred people gathered on the wharf to meet the steamer. Quartermaster George Hindle, who was one of the arrivals, was reported to have been saved, the list of dead would not have been as large.

STEWARDS' WORK. Remained With the Ship Endeavoring to Get Passengers Out. Among the officers who came down from Vancouver last night on the steamer Yosemite with Mate C. Neurotos and Engineer Brownlee who went to Vancouver to confer with Capt. Ross was Steward Simpson, and from him it was learned that the second steward, Horace Fowler, and Engineer Smith, as given in the previous reports, went down with the vessel. Steward Simpson remained with the vessel until it went down beneath him. He stayed by the ship until the lights went out, and was at the companionway, looking down to Fowler, who was at the bottom, he having been making sure that the passengers and Engineer Brownlee were safe. Simpson shouted to Fowler as he threw a lifebelt down the companionway to him "Let's get out of this, the lights are going out." The lights went out and Simpson ran along the

hullway of the saloon and climbed upon the hurricane deck. He did not see Fowler again, and the second steward without doubt went down in the vessel. When he reached the upper deck the steward found a number of people trying to launch the rafts. One raft was just clearing the rigging as he ran up and caught a life line as it went over the side, being drawn to it with his body to the waist in the water. He left the raft and took hold of the steamer's jacks, on which he was supporting himself, when he saw Capt. Foote about daylight. He called to the captain to come over, but the captain who had an ear called back that it was too late, and soon afterwards went down.

EVERY MAN A HERO. Officers and Crew Looked After the Interests of the Passengers. The scene of the wreck was not near Tantallon Point, but some eight or nine miles further north along the Douglas Island coast. It was while in the head below Hilda Point that the steamer struck the ice. That Capt. Foote acted as he did in not wanting to immediately put the steamer on the beach is easily understood in view of the past experience of that navigator when in command of the steamer Danube about two years ago. The Danube struck a piece of ice off Yaku Arm, which tore a hole in the steamer's bow, but the bulkheads saved the steamer from flooding, and she steamed into Juneau a little down by the head, but otherwise intact. She was temporarily repaired at Juneau, and steamed down to Victoria with a hole in her bow just at the waterline, which was temporarily patched with canvas and cement.

When the Islander struck, Capt. Foote, who acted coolly, and gave his orders in calm voice, according to those who stood by, evidently thought that, as in the case of the Danube, the bulkheads of the Islander would save the steamer. She had four bulkheads. One was about

ten feet or thereabouts from her bow, just about where the first port hole is seen in the photo engraving which appeared in the Colonist, and the second bulkhead is beneath the steamer's bridge, while the third is away aft, just where the covered in deck breaks and the open bulkheads are seen on the after part of the main deck of the steamer.

Without doubt, according to the surviving officers, the ice struck the steamer on her port quarter, just about the middle of the main deck, and rushed through the hole there to the large portion of the vessel amidships to her next bulkhead. It rushed into the engine room, and two of the firemen endeavored to shut the top wheel and keep back the flooding water from the engine room. All was useless, the water poured in through the hole, and the engine room was soon given for "full speed ahead," the steamer was down so much by the head that both her wheels raced and with the non-resistance of the air, the tremor caused by the racing wheels shook the vessel considerably until the engines, now useless, were stopped. There was nothing for it then but to get out the boats.

The story of the getting out of the boats as told by the survivors now returned, shows two predominant facts. That the officers and crew of the steamer Islander acted like heroes all, and with their brave self-sacrifice, in neglecting to save their own lives, and struggling to secure the safety of their passengers, they upheld all the traditions of the merchant marine of Britain. The other fact shown is that many of the passengers rushed the boats and fought to push off before the boats were filled, neglecting chances to save others by their hurry to get the boats away.

When Second Officer Powell jumped from the steamer to save himself, as the steamer was making her final plunge, there was a boat standing by for Mrs. Ross and others, but when the steamer plunged it sheered off at once and did not wait. In some of the boats there were a scant number of passengers. In one boat, according to several survivors, there was but ten men, and in another but seventeen. These facts bear out Capt. LeBlanc's statement that had the passengers allowed the prevalence of order in launching the boats, all had not been saved, the list of dead would not have been as large.

From Capt. Foote down to freemen and waiters, was waiting to safety. A number of the workers who assisted materially in aiding the passengers to get into the boats when the Islander foundered. Himself a passenger, he could not forget that he was a sailor, too, when the accident occurred, and when Second Mate Powell went to get one of the boats out, Capt. Harris was already there directing the work, and the second officer went to another boat. Capt. Harris remained with the vessel, like the other sailor heroes, and when he was forced by the sinking of the steamer to save himself, he helped many others to get out to safety. A. C. Beach, another survivor, who arrived by the Yosemite, was one of the first Canadian contingent, who was wounded at Esquedreberg, and after returning

to Vancouver arranged to start in business at White Horse, from where he was returning by boat, passed by the Islander. R. M. Higham was bartender of the Islander. He was met by his wife at the landing of the Yosemite and welcomed home. Alex. LeBlanc, of the steward's department, another survivor who returned last night, is a cousin of the pilot, who is confined to his house suffering from the effects of the injuries received during the wreck. C. P. R. ingill, another arrival by the Yosemite, who was a waiter on the steamer, was formerly a messenger for the C. P. R., and is well known locally as "Texas." He was rescued by Mate Neurotos.

LATE MR. BELL. An Old Employee of Hudson's Bay Company and Seventy Years of Age.

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SCENE OF ISLANDER WRECK.

steward has to be substituted for Howard Smith, as it was given in the list published yesterday. Another name has also to be added to the list of those saved, that of Quartermaster Hintz. Pursar Bishop had gone to Skagway to get a full list of those who took passage on the steamer, and until his arrival on the steamer Hating, at the end of the week a complete list of those who were lost cannot be compiled. As a matter of fact, the news received by the Farallon was very little later or fuller than that which came on the Queen. The Hating was signalled by the Farallon, and will call at Juneau on her way to Skagway, and also coming down, and it is expected that she will bring the bodies of the victims and the members of the crew and the passengers still remaining in the North.

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upon a cabin door by Chief Engineer Brownlee, together with Oiler Burke, who was almost insane from the effects of his sufferings, and here they clung until they were picked up and landed ashore.

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Business arranged to start in business at White Horse, from where he was returning by boat, passed by the Islander. R. M. Higham was bartender of the Islander. He was met by his wife at the landing of the Yosemite and welcomed home. Alex. LeBlanc, of the steward's department, another survivor who returned last night, is a cousin of the pilot, who is confined to his house suffering from the effects of the injuries received during the wreck. C. P. R. ingill, another arrival by the Yosemite, who was a waiter on the steamer, was formerly a messenger for the C. P. R., and is well known locally as "Texas." He was rescued by Mate Neurotos.

LATE MR. BELL. An Old Employee of Hudson's Bay Company and Seventy Years of Age.

Mr. P. W. Bell, while he had no permanent place of abode, might well be called a Victorian, as his widow and two daughters, Mrs. F. B. Pemberton and Miss Bell, reside here. One son is on the staff of the C. P. R. at Cape Town in South Africa; another is on the staff of a Bank of Commerce in Dawson and a third also resides in the North. Mr. Bell, who was 70 years of age, went to Dawson by the steamer Yosemite, but was also lost, and the two intended to take a trip into the Stewart River country, but it is believed that they abandoned this and came straight out. He was one of the old-time employees of the Hudson's Bay Company, and at one time was chief factor, and had led a very active life on the frontier. He was a married man, and had two young boys and must have still retained a measure of his love for adventure, as it was the intention of himself and Dr. Duncan to make a long trip on the Yukon in a canoe.

City Council In Session Business-Like Rapidity Was Manifest at the Meeting Last Night

Tender For Lumber Accepted—By-Law to Prevent Drunkenness on Streets

Every chair was occupied at the city council meeting last night, and the business of the evening was handled with promptness and dispatch.

Taking up the routine of the evening the first to receive attention was a letter from the Mayor, Mr. Elliott, mentioning the receipt of the city's letter regarding the James Bay wharf.

A second letter from the same body asked that the provisions of the fire by-law be taken up with respect to the cleaning the yards of business premises of inflammable refuse.

Ald. Stewart said it really was a part of the chief's duty to see that such matters were properly and promptly dealt with.

The honorable secretary of the Society for the Prevention of Intemperance directed attention to the loose stones on the streets which are a constant menace to the public.

Mr. C. Elliott wrote from Harrison Hot Springs, asking if the automatic voting machine had been adopted for use by the city of Victoria.

Mr. C. Moreau, secretary of the reception committee, asked that the council permit to erect arches at Yates and Douglas streets.

Mr. Hooper asked that a new sidewalk be laid opposite Dr. Fraser's new residence on Douglas and Kane streets.

Robbery On Steamer Queen

Lady Passenger Loses Jewelry to Value of Over a Thousand Dollars.

Steamer Queen, which returned on Sunday night from her excursion trip had an interesting trip for other reasons than that she brought many of the survivors of the Islander wreck.

The first mentioned lady carried a satchel in which were her jewelry and money. She had among her trinkets some of which were moments of her wedding day.

She was sitting in her stateroom at Skagway, Alaska, when the steamer was attacked by a party of men.

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Concert in Aid of the Islander Sufferers—News from the West Coast

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Big Gold Dredger Powerful Mining Machine on North Thompson Completed

Yesterday afternoon was the date fixed for the starting of the machinery on the big gold dredger at Jamieson creek on the North Thompson river.

The machinery is of the Erie New Zealand type, slightly modified to suit the conditions in this province.

It will cost \$50,000 net and was designed by E. Satchell Clarke, mining engineer of Vancouver, and formerly of New Zealand, who has been superintending the work of construction.

The dredger was manufactured by the Wm. Hamilton Co. of York, and is capable of excavating 2,000 yards every 24 hours.

Gravel going ten cents per cubic yard in gold it is claimed, will pay to work, and as the company's property gives surface indications from five cents to \$1.50 per yard, it is safe to say that their expectations are realized.

The dredger is of the bucket-ladder style, and will work to a depth of 100 feet under the surface of the water.

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THE SOLDIER CORPSE MASTER How the Corporal Attained Rank and Attended to Unpleasant Duties

In the London Daily Telegraph, Bennett Burleigh treats of the dead-house at the front, and describes a gruesome subject that is not without its humorous side.

My friend the Corpse Master, as I venture to call him, is as yet an unknown genius. He deserves publicity and I am striving to enlighten the public respecting his merits.

Unconscious humor, no one has been able to take change out of him in banter or earnest talk.

He is a dark, medium-sized man, with a look of earnestness as his set facial expression, and the obvious demureness of an undertaker, and made by nature.

He is never fussy, and always full of funeral talk, and is a good deal of a talker.

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SERVANT GIRLS' UNION Parcel Postage With the New Colony Has Been Resumed

Ottawa, Aug. 17.—(Special)—The post office department received a cable today announcing that the Transvaal parcel post was resumed.

Two hours each afternoon and an entire evening at least twice a week shall be allowed the domestic as her own.

Members of the family shall not interrupt the conversation arising during said visits.

On Monday such hours shall be allowed as will permit domestics to visit bargain counters and enjoy the same privileges as the mistress and her daughters.

He-I hear that Jack Dashiway is blowing a lot of money nowadays.

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Overworked Wage-earners

What hosts of pale, weak and debilitated men and women are sapping the vitality from their bodies by plodding long hours in poorly ventilated shops and factories.

The blood gets thin and vitiated, digestion is bad, the nerves become shattered and exhausted, there are headaches, backaches and weariness that is not overcome by the night's rest.

Dependent and despairing of having strength and vigor restored, life becomes a burden to the wage-earner who cannot afford the rest he so much needs.

The system demands unusual assistance. It requires just such aid as is best afforded by the regular use of Dr. Chase's Nerve Food, the great tissue builder and nerve restorative.

Thousands of weak and exhausted men and women have gone to work with new strength and a current of fresh new life flowing through their veins after using this treatment.

Their minds act more clearly, their nerves are more reposeful, their digestion is better, and their work more easily accomplished.

Dr. Chase's Nerve Food 50 cents a box, 6 boxes for \$2.50, at all dealers, or Edman, Bates & Co., Toronto.

Agents wanted for Dr. Chase's Last and Complete Receipt Book.

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Our Mail Order Department

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mis-takes.

All goods invoiced at the lowest possible price on day of shipment.

Be sure to send enough money as it is an easy matter to return any sum that is over.

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m. "The Lesson," a man suffering from a name would "The Recessional." He seems to have in his attack of ago.

Thrilling Narratives Men From Islander Wreck Tell Incidents of Night of Disaster

And Sustain Credit Due Officers and Crew For Bravery and Coolness.

Terrific Scenes in the Water After Ill-Fated Steamer Sank.

As to the wreck of the Islander, there is little new to say, and no new names can yet be added to the list of dead, and in fact a more complete list than that given by the passengers and crew who arrived by the Queen on Sunday night is not expected until the purser returns by the steamer Hating, which is due down on Friday. But there is still much to say of the scenes that followed the stranding of the steamer. Reports have been freely circulated to the effect that some of the officers were drunk. This there seems to be no justification for, those who were cool and collected at the time, and in the best position to judge, giving the report an emphatic denial. A grain some of the passengers have spoken of the officers and men being excited, and not doing their best for the passengers. This again is undoubtedly without foundation. The stories of the survivors go to show that everything possible was done to save the passengers and officers and men attached to the ship gave up their lives to save those who were under their care, and none left the ship in the boats, the rafts, all taking to the water when the ship went down, depending on what wreckage they could find to hold them up until they were picked up by the boats. The controversy as to the treatment of the officers by passengers after the ship had gone down. Second Officer Powell has modified his statement as to the night of the disaster. A. C. Beach has said that he was on a raft and ordered others not to board it as it was overloaded. His statement is given fully in the article until the arrival of the purser with the complete lists.

CAPT. HARRIS Says All in Sight Were Placed in the Port Side Boats.

Capt. Charles Harris of this city, who took such a prominent part in the work of saving the passengers, arrived from Vancouver yesterday morning. He says all he acted the part of a hero, he takes no credit to himself, simply saying that he knew what had to be done, and did his best to do it. He was immediately approached for an interview, yesterday, but was reluctant to speak at first, saying that the proper place was before the board of enquiry, but he said: "You can say that the reports that I made as an officer of the steamer were drunk, are absolute lies." He added that he was on the bridge of the steamer with Pilot LeBlanc until the night of the disaster, and he was in the dining room with Capt. Foote when the steamer struck. The shock was a rather severe one, and he immediately rushed to the bridge, Capt. Harris said. Arriving on the bridge he heard the captain ask the pilot where he was, and where he had taken his last bearings. Receiving no answer, he commenced to look around him and gave his orders as coolly as he would in a harbor. The first order was for the boats to be swung out in the davits, and the second mate did not call, Capt. Harris went to the port side and took charge of the boats there. He states positively that every person in sight at the time was given a place in the boats, and he getting into the last one. There was no confusion whatever, but had there been any, he would have been in a position to see it, as he had been found in the davits, and there was considerable room left. The stewards went through the ship calling the passengers, but the captain believes that many did not respond in the davits and remaining below were either carried down with the steamer or arrived on deck after the boats had pushed away as the ship went down. The stewards did their best to awake all the passengers, the second steward, lost his life in his efforts to get all out. Capt. Harris says there was no fog when the first came on deck, but it came up afterwards.

THREATS TO SHOOT. A. C. Beach Says He Was the Man Who Made the Threats and Gives Reasons.

Second Mate Powell has modified his former statement as to the threats made by a passenger to the crew against himself and Capt. Foote. He now says that he did not see a man with a revolver, but simply heard him say that he would shoot any man who attempted to board the raft. He also said he did not hear any disparaging remarks made about the captain.

A. C. Beach, formerly of the Fleet Canadian contingent, comes forward and says he is the man who made the threats. In a statement after relating his experiences on deck, where he helped lower the boats and launch a life raft, on which he was sitting, he said, "none of whom were in danger, as all had life preservers on," continuing the story.

tain? He replied that he would be very glad, and I filled my pipe, which was in my hand and handed it to him, lighting it. At that time, and he, thus giving his last smoke.

"The next time I remember seeing the captain he was swimming round outside the raft looking up those he knew. I made no 'cutting' remarks of any kind to him, as alleged, nor did I suggest that he leave the raft. Everybody seemed resigned to waiting for the boats. We drifted in this condition, first one man and then another swimming away, hoping to improve his condition. Then a raft appeared, looming large in the mist, and a lot of men thought to improve their position by swimming toward it, towing our raft with them. They found the other raft little better than ours, excepting that there were fewer men on it, including Oiler Burkholder, who, by the way, had given up his place in a boat to a lady, joined this raft, and was swimming away, the men on our raft using wreckage to navigate her. Ours then immediately dived clear, and not being encumbered with life preservers, swam back to her and regained my position. So did the other three men, including a big Chinaman, who rolled about, depending on the raft subsequently at various intervals. I tried to throw him into the water, as he had a life preserver on, but was unsuccessful, and then tried to choke him into insensibility, but he would not prevent it, and I submitted to the inevitable."

DECK BOY'S STORY. He Also Was Threatened by a Man on One of the Rafts.

A number of the surviving members of the steamer's deck departments who have reached the city, when interviewed yesterday, told of thrilling experiences in the last moments of the Islander's life above the water. H. H. McDonald, deck boy, was one of the men who was threatened with death by shooting when he managed to swim along a life raft. McDonald was talking to George Miles, the barber on the other raft, and he said that some of the boats, and a life raft. He said to Miles, "I guess we've got to jump," and the latter replied, "I don't care, I'll save myself." Miles had not put a life preserver on, and McDonald asked why he had not secured one, whereon Miles said he thought he could get along better without one.

THE QUARTERMASTER. Captain Ferry Gives Graphic Description of His Experiences.

Capt. George Ferry, formerly master of the sealing schooner Teresa, and a well known name on the Islander, was at the helm when the steamer struck. Capt. Ferry says that when he took his trick at the helm, the ice had been broken up, and a mist hung for a short distance above the water. When the vessel struck he had thrown up his head and was for shore, but the rush of water seemed to counteract the rudder, and then the settling of the bow threw the stern up, and the bow went over the side. He shouted to the captain, "Shall we people shout?" and Capt. Foote replied, "No, there's no need to lower them yet, just hang on over the side."

grabbing the end of a big damage sack, about four feet long, he said to me "give me a hand with this, I'm sick." I told him to let his baggage alone and save himself, and he got lots of grub, and gave a life preserver from under the lower bunk, tied it on, and went out into the saloon. There were quite a number of people about gossiping, some speaking seriously, and others joking. I was seriously to realize the danger. I heard one fellow saying "Well we're here for good, I guess," and another said, "It's a good thing we've got lots of grub, we ought to have, for we've just started." Still another said, "We can stay here till we get another ship, anyhow." No body looked anything toward the danger to occur was liable to happen.

THE STEWARD'S DEPARTMENT. Law and Jock Last Seen in the Saloon of the Sinking Steamer.

Further details of the death of Mitchell Jock, not Mitchell Jacob as erroneously stated in the evening paper, and Norman Law, were given by the steward of the Islander, whose names are on the list of dead, which has appeared in these columns, were brought by some of the surviving members of the steward's and deck departments. Norman Law, who was the son of H. S. Law, formerly agent of the C. P. N. Company at Alberni, was on the Islander, and was seen going along the hallway in the saloon just before the steamer foundered, after he had brought up an arm full of life-belts. Alec LeBlanc, a waiter, formerly steward on the steamer Willapa, and I. Biersech, steamer steward, were standing at the top of the companion when the ship went down. Each put up when the crash occurred, and not thinking that anything serious had occurred, they went back to their bunks after getting out of bed. The light burning, but on the other side of the deck, he could not go to sleep again, and put it on, and they retired, but hardly had they lain down when they heard the take charge of all domestics that may be forthcoming, and through a competent committee of ladies distribute them judiciously.

IT STRIKES THE HEART. Not only is the victim of Rheumatism a constant sufferer, but he lives in continual dread that the disease will reach the heart, which means sudden and unexpected death.

Jack Potheringill, who was an employee of the Dominion hotel, and a former time of the telegraph company, was on the Islander, and was seen in the saloon just before the steamer foundered, after he had brought up an arm full of life-belts. Potheringill, R. Taylor and another were among the last picked up. They had secured a hold on floating wreckage when they were lifted out from the sinking ship by the action of the President Case, had been busy awakening passengers until the lights were out, and with the steward he was striking matches to see that all were in their rooms. Soon they realized that the water was rising until it was abreast of the smoking room, and the stern of the steamer was care of the sufferers and the work of rescuing them.

A FORMER DISASTER. Loss of Life in the Islander Wreck not so Great as Clara Nevada Disaster.

If the list of dead in the Islander disaster does not exceed that of the Clara Nevada, which is the number given by the latter, as lost, the catastrophe will not have been the worst that has occurred in those northern waters since the Klondike, when the water steamer Clara Nevada, formerly the United States government boat, was lost opposite Berne's Bay by the explosion of her boiler during the first year of the run to the Klondike, the tale of dead was conceded to have been 56. The exact number was not ascertained, for there were survivors, and but few of the wreckage reached the shore. The list of passengers as given from Skagway was 56, and this was the number generally conceded to have been lost.

SAW DR. DUNCAN. He Was Standing Quietly Holding a Little Girl by the Hand.

R. Knowles, who was a passenger on the Islander en route from Atlin to Victoria, got away from the sinking steamer when he realized the danger. When he realized the danger, the accident he ran to the upper deck and assisted in the work of lowering the boats. He went down to two boats over, and was in his bare feet. His hands, for he was wearing a blanket he ran back to the upper deck. Just as the last boat was being put out, he saw that the boat was well filled and asked if he could get in. Someone said "yes," and he got in. Two mounted Policemen got on the steamer. They were in the saloon, and he saw that the boat was well filled and asked if he could get in. Someone said "yes," and he got in.

The Stimulus of Pure Blood

That is what is required by every organ of the body, for the proper performance of its functions. It prevents biliousness, dyspepsia, constipation, kidney complaint, rheumatism, catarrh, nervousness, weakness, faintness, pimples, blotches, and all cutaneous eruptions.

It perfects all the vital processes. William Ross, Sarnia, Ont., took Hood's Sarsaparilla to make his blood pure. He writes that he has all run down, his appetite was gone, and his nerves were so unstrung he could not rest nor sleep. He had tried many remedies without benefit when Hood's Sarsaparilla was recommended and he began to feel better. The bottles of this medicine entirely cured him.

Hood's Sarsaparilla Promises to cure and keeps the promises. Accept no substitute, but get Hood's today.

NEARLY STRUCK IOE. A. C. Beach Tells of How Tug Floesie Nearly Hit a Berg the Day Before.

A. O. Beach, one of the survivors, says that when he was standing in the Occidental hotel at Juneau he heard someone who had been a passenger on the steamer Floesie from Skagway the day before the Islander was lost, telling of an encounter with the little tug had with an iceberg near the scene of the disaster. When the Floesie was some- where near where the Islander was wrecked, the speaker said he was startled by hearing the engine bell ringing for full speed astern, and going out from the cabin he found that the tug had run into an iceberg, which was causing low in the water.

REPAIRS MUCH EXAGGERATED. Arrivals From Both Colon and Caracas Say War-Like Clouds Subside.

New York, Aug. 20.—The officers and passengers of the steamship Orizaba, which arrived from Colon today, said that the reports of the trouble between Venezuela and Colombia were greatly exaggerated. "We neither saw nor heard anything of any trouble up there," said Capt. Smith. "I did not go ashore myself, but I know that everything was quiet and peaceful. The government had had a few soldiers on the trains running from Caracas to the isthmus, but this is of no consequence."

THE COAL TRADE. Report as to a Short in San Francisco Exaggerated.

J. W. Harrison, the coal and metal broker, furnishes the following report of the San Francisco coal market: "During the week there have been two arrivals of coal from British Columbia, 6,577 tons, two from Washington, 5,300 tons, one from Oregon, 10,000 tons, one from Norfolk, Virginia, 1,900 tons, total, 14,777 tons. The above list of arrivals will foot up about equal to one-half of our actual consumption under ordinary circumstances, which of course is now being materially reduced on account of labor disturbances. There are now in the harbor 15,000 tons of cargo—seven steamers and six sailing vessels. The discharge of these cargoes is being delayed by the scarcity of stowaways, now a trial cargo."

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The Stimulus of Pure Blood

That is what is required by every organ of the body, for the proper performance of its functions. It prevents biliousness, dyspepsia, constipation, kidney complaint, rheumatism, catarrh, nervousness, weakness, faintness, pimples, blotches, and all cutaneous eruptions.

It perfects all the vital processes. William Ross, Sarnia, Ont., took Hood's Sarsaparilla to make his blood pure. He writes that he has all run down, his appetite was gone, and his nerves were so unstrung he could not rest nor sleep. He had tried many remedies without benefit when Hood's Sarsaparilla was recommended and he began to feel better. The bottles of this medicine entirely cured him.

Hood's Sarsaparilla Promises to cure and keeps the promises. Accept no substitute, but get Hood's today.

NEARLY STRUCK IOE. A. C. Beach Tells of How Tug Floesie Nearly Hit a Berg the Day Before.

A. O. Beach, one of the survivors, says that when he was standing in the Occidental hotel at Juneau he heard someone who had been a passenger on the steamer Floesie from Skagway the day before the Islander was lost, telling of an encounter with the little tug had with an iceberg near the scene of the disaster. When the Floesie was some- where near where the Islander was wrecked, the speaker said he was startled by hearing the engine bell ringing for full speed astern, and going out from the cabin he found that the tug had run into an iceberg, which was causing low in the water.

REPAIRS MUCH EXAGGERATED. Arrivals From Both Colon and Caracas Say War-Like Clouds Subside.

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An Appeal For Help

Applications Made by Islander Survivors to the Friendly Help Society. Ladies Will Undertake to Receive and Distribute All Donations.

The mere announcement of the fact that some of the survivors of the Islander disaster are in need, is certain to bring a generous response from the people of Victoria. The large majority are well able to care for themselves, or have friends to look after them. But there are some who lost everything, and are among them men who endangered their own lives to save others. That there are some in need is shown by the fact that appeals have been made to the Friendly Help Society, and have undertaken to receive and distribute donations. The following letter has been received from the secretary:

NOTICE TO CONTRACTORS.

Reconstruction and Repairs, North Arm Fraser River Bridges, at Burnie, B. C. Sealed tenders, properly indorsed, will be received by the undersigned up to noon of Saturday, August 31st instant, for the reconstruction of the Pilot Bent Approaches to, and for the renewal of the bent structure of the Burnie spans of the North Arm Fraser River Bridges at Burnie, B. C. Drawings, specifications, and forms of tender and contract may be seen at the office of the Public Works Department, Victoria, B. C., at the office of the Government Engineer, Vancouver, B. C., and at the Government office at New Westminster, B. C., on and after Saturday, the 17th day of August.

RESERVE.

Notice is hereby given that all the unappropriated Crown lands situated within the boundaries of the following areas are hereby reserved for the purposes of the Public Reserves Act, 1901, as amended by section 41 of the "Land Act," as amended by section 6 of the "Land Act Amendment Act, 1901," to enable the Canadian Government and Industrial Company, Limited, to select therefrom timber limits for wood pulp and paper manufacturing purposes, as provided by an agreement bearing date the 29th day of July, 1901.

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Plans For High School

Chairman Says Board Followed the Experts Report Too Close.

Supt. Eaton Expresses Opinion on the Merits of the Plans.

Quite a controversy has arisen over the selection of the plans of Mr. F. M. Battenbury for the new High school building, and some of the unsuccessful architects have gone so far as to make charges against the trustees. In this connection Chairman Hall said yesterday that the envelopes containing the names of the designers of the plans were not opened until after the selection of the building had been made.

Frankly, he said, he was much disappointed. Of course, none of the plans are perfect; but in all, unquestionably, in his judgment, the plan submitted by Mr. Battenbury is the best. In his judgment I am pleased to say I have the unqualified support of several of the leading educationalists of the province who have seen the plans. In the first place, Mr. Soule's is the only one that gives the accommodation required, namely, eight rooms for instruction, namely, eight rooms for instruction, namely, eight rooms for instruction.

Mr. Battenbury's plan is undoubtedly the best of those which are reported as likely to be built for the sum specified, \$27,000, and to this extent I concur in the selection made, but as I have said, I wish the better plan had been accepted, even if it should prove to be a little more expensive.

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of the schools here and has discharged the duties of the important office most creditably since. The three terms during which Principal McLean has directed the policy of the Rossland schools have been among the most prosperous in the educational history of the city, not a little of which has been due to his ability as a principal. It goes without saying that the trustees regret the loss of the services of Mr. McLean, particularly at this time when the High school is to be added, a new school building under way and a number of new teachers are to be broken in, as it were.

ROBSON BRIDGE. From Nelson Miner.

Work on the big bridge crossing the Columbia at Robson has been greatly delayed by high water. The Dominion Bridge Company have their agent, Mr. Findlay, on the ground at present looking after the interests of the contractors. The strike caused considerable delay in getting the approaches built at the east side, but the extra girders now have the rails laid over the temporary trestle, so that the material for the first three spans can be carried and placed in position. The two long spans, over deep water, are necessarily delayed by the long continued high water, but it is thought probable that the whole structure will be ready for use some time in November.

NELSON'S TRAMWAY. From Nelson Tribune.

The receipts of the Nelson tramway for the past month show that the company has not lost anything by reason of the reduction of the prices in fares, and while there has been no great gain in the cash receipts, the company is getting the cars which cannot be put into operation, as riding in trams is more of an acquired habit than some people are inclined to believe. For the month ending August 12 the company carried in round numbers 20,000 passengers, as against 13,500 during the corresponding period for the previous year.

WANDERING YACHT. From Nanaimo Herald.

The yacht "Rambler," of Seattle, in which Captain and Mrs. Cook are taking a pleasure cruise arrived here (Thursday) from Esquimalt. While coming through the narrows the yacht was caught in the heavy fog and drifted about four or five times, escaping being dashed on the rocks by a few inches. With great difficulty the boat was cleared and brought safely to anchor in the harbor, and Mrs. Cook are staying at the Windsor.

MINING SALES. From Nelson Miner.

Two important transfers were entered at the Nelson record office yesterday. One was the selling of the Keystone Fraction mineral claim, situated at the head of Whiskey Bay, about two miles east of the north fork of Salmon river, and about half a mile east of the Arlington mine, by J. Shuttleworth and C. O. Ladd to Abraham L. Davenport of Spokane, for the sum of \$15,300 cash. The other transfer was of the Cable and Tenbrock claims, adjoining the Keystone Fraction, from J. Shuttleworth to J. Davenport for \$5,000 cash. The three claims combined are said to be an excellent property, and one on which development work now done has shown a very good prospect. The ore being similar to that of the Arlington.

NEW STEAMER. From Revelstoke Herald.

F. McCarty reports that six men are at present working on the hull of the steamship Revelstoke at Nakusp. He expects to be completed in about two weeks and will be on the ground this week and then it will be possible to keep 17 men actively employed on the work. The machinery is to be shipped from the Polson Iron Works, Toronto, on the 17th inst., and it will be all ready to put right into the hull when it arrives. He thinks the boat will be ready for service about the second week in September.

TWO RESCUED. After Nearly a Week, Men at Cleveland Waterworks Saved.

Cleveland, Ohio, Aug. 19.—Adam Kest and John Eugene, were rescued alive from the twisted wreckage of the tunnel, where the cribs were destroyed by fire last Wednesday.

SAILORS STRIKE. Object to Ship Being Loaded Above Her Plimsoll Mark.

Montreal, Aug. 19.—Thirty-eight members of the crew of the Franco-Canadian liner steamship Warsaw were placed under arrest today for refusing to load cargo on the platform above the Plimsoll mark under water. The port warden passed the ship as the superior buoyancy in salt water will bring the vessel up when she gets below Quebec.

SOUTH AFRICAN TRADE. Last Report from Former United States Consul-General.

Washington, Aug. 19.—The state department has received a long report on conditions in South Africa from Consul-General Stowe at Capetown, dated a few days before his resignation was received at the department. The war has played a very important part in the development of the customs officials from collecting the usual annual statistics, covering the trade for the colonies for the year ending in 1900, and as all imports for the use of the Imperial and Colonial military forces are admitted duty free, it is impossible to make a comparison with the trade of the preceding year. The figures available show that the imports from the United States in 1900 were greater than those of 1899, and that this country still stands second among the nations exporting direct to South Africa, the portion direct to South Africa being in addition ships large amounts of supplies via England.

IN COLOMBIA. General Belief That Government is Weakening.

Kinston, Jamaica, Aug. 19.—The British steamer Rosemarie arrived here today from Central American ports and brought advices from Colon of continuing persistent attacks by the rebels on the outside of Colon, Panama. The repeated efforts on the part of government to repulse the rebels have failed and the belief is gaining ground that the Colombian government is weakening. When the Rosemarie left Colon, August 15, the French cruiser Suquet was there, and the arrival of British and American war vessels was anxiously awaited. Business generally was crippled.

McGILL UNIVERSITY. Montreal, Aug. 19.—(Special.)—McGill University will open October 1, two weeks later than the usual date, for the completion of the new buildings.

Two Eccentrics Will Challenge Fate at Niagara. Capt. W. Johnston, of New York, has arrived at Niagara Falls, Ont., and announces that he proposes to navigate the whirlpool rapids and whirlpool in a boat of fire. The boat will be built of thirty feet beam and will draw only four feet of water. It will be schooner rigged and in place of sails will have a network of asbestos, which will be cooled by a jet of water. Three trips will be made as far as the cantier bridge, and the fourth and last one will be continued through the rapids to the whirlpool.

George H. Farrell, a well-dressed young athlete, is also in the city on a peculiar mission. Having become tired of executing high dives and perilous bicycle feats under a variety of names, he decided to gain fame and fortune by riding across the Niagara rapids on a grooved cycle fitted to a wire cable. In Toronto all financial arrangements were made for the accomplishment of the hazardous undertaking. It will take \$300 to stretch a cable across the gorge, and another hundred for the truck which will be used to haul the cable.

Farrell should make the trip successfully, the sawdust ring will be his no more, and if he should fall, well, the circus will not be the only thing that will be lost. The merry young man is only reckoning with success however. Failure does not enter into his calculations.

PARLIAMENT PROROGUED. Some Doleful Comment on the Results of the Session.

London, Aug. 17.—The prorogation of parliament today is the occasion of much doleful comment. Finance is the only subject which has not been touched in the session. Even the Times and Standard point out the decline of authority of ministers in the House of Commons. The Statist says that the session has been bungled in war and finance. It defines Sir Michael Hicks-Beach chancellor of the exchequer as a politician absolutely without finance, and a minister as any other country gentleman.

The paper contrasts the effect of the enormous sums borrowed in the United States by France in 1870 with the methods of Sir Michael Hicks-Beach and attributes it to the government's financing. It says there is a mistaken belief abroad that the resources of the islands are unlimited. It is exaggerated and that Great Britain is not so rich as implied; and claims that the belief in the almost inexhaustible resources of Great Britain has been one of the great guarantees of peace.

INFORMATION FOR FARMERS

(Communications to be addressed to "Agricultural" Columnist.)

MARKET FOR B. C. FRUIT. The markets for fruit in Manitoba and the Northwest Territories are in a very healthy condition. The magnificent wheat crops all through the country are fast ripening, and given a fair weather, the crop will be a bumper one. This will make money plentiful, and an increased demand for fruit will follow as a matter of course. The market for fruit is very healthy. This will make money plentiful, and an increased demand for fruit will follow as a matter of course.

ROBSON BRIDGE. Work on the big bridge crossing the Columbia at Robson has been greatly delayed by high water. The Dominion Bridge Company have their agent, Mr. Findlay, on the ground at present looking after the interests of the contractors. The strike caused considerable delay in getting the approaches built at the east side, but the extra girders now have the rails laid over the temporary trestle, so that the material for the first three spans can be carried and placed in position.

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WANDERING YACHT. The yacht "Rambler," of Seattle, in which Captain and Mrs. Cook are taking a pleasure cruise arrived here (Thursday) from Esquimalt. While coming through the narrows the yacht was caught in the heavy fog and drifted about four or five times, escaping being dashed on the rocks by a few inches.

MINING SALES. Two important transfers were entered at the Nelson record office yesterday. One was the selling of the Keystone Fraction mineral claim, situated at the head of Whiskey Bay, about two miles east of the north fork of Salmon river, and about half a mile east of the Arlington mine.

NEW STEAMER. F. McCarty reports that six men are at present working on the hull of the steamship Revelstoke at Nakusp. He expects to be completed in about two weeks and will be on the ground this week and then it will be possible to keep 17 men actively employed on the work.

TWO RESCUED. Adam Kest and John Eugene, were rescued alive from the twisted wreckage of the tunnel, where the cribs were destroyed by fire last Wednesday.

SAILORS STRIKE. Object to Ship Being Loaded Above Her Plimsoll Mark. Montreal, Aug. 19.—Thirty-eight members of the crew of the Franco-Canadian liner steamship Warsaw were placed under arrest today for refusing to load cargo on the platform above the Plimsoll mark under water.

SOUTH AFRICAN TRADE. Last Report from Former United States Consul-General. Washington, Aug. 19.—The state department has received a long report on conditions in South Africa from Consul-General Stowe at Capetown, dated a few days before his resignation was received at the department.

IN COLOMBIA. General Belief That Government is Weakening. Kinston, Jamaica, Aug. 19.—The British steamer Rosemarie arrived here today from Central American ports and brought advices from Colon of continuing persistent attacks by the rebels on the outside of Colon, Panama.

McGILL UNIVERSITY. Montreal, Aug. 19.—(Special.)—McGill University will open October 1, two weeks later than the usual date, for the completion of the new buildings.

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MODERN FABLES

How Grandma Showed Up Pa to the Children.

BY GEORGE ADE. Copyright 1901, by Robert Howard Russell

Once there was a Man who Jawed his Children. He thought that the Cherubim ought to sit untroubled all Day and keep their Heads folded in the clouds.

Pa had an impaired Circulation and Fur on his Tongue and a kind of Janders Complexion, and therefore Life was a sad and serious Game to him. He wanted the Children to take the same kind of a life as he was leading.

He was in a Blue Funk most of the time, and it was his earnest Desire that the whole Universe should wear a Black Border in polite, by the Harmony with his own messy state of Melancholy.

So when he had nothing else to do, he fixed up restraining Rules for the Kids. He told them they must not walk in the Grass or climb Trees or get into Scrapes. When he commanded them to keep out of Fights and Wrangles he seemed to overlook the Fact that they were the most important accessories of a rambustious Individual who always had two or three Law Suits on hand and went about with a Chip on his Shoulder.

He came down on them like 1,000 of Brick bats, and he was so polite, by the He told them to say "Yes Ma'am" and "Thank you," and always Show Respect for their Elders, because that would be the only way to get on with the Law. He had to have any Respect shown to them. He was a Stickler for Table Manners.

It worried him if the Children failed to give a graceful Grip on the Knife and Fork, and he was so polite, by the He said "Please" whenever they shot in a Request for more Chow.

Furthermore Pop leaned over from the Oldman and wanted them to run Superiority and talked down to the Offspring about Habits of Industry. It cut him to the Quick to learn that they had played Hokey and scooped up the Alley when they were out of school. He had Hillside avenue station at 7 o'clock a. m. for Sidney, where connection is made at 8 o'clock with the steamer Iroquois, which cruises among the islands all day, returning to Sidney about 7 p. m., so that the tourists arrive home before 9 p. m. It would be hard to imagine a more agreeable way of spending a summer day.

From the moment the train leaves the station till it returns, new objects of interest present themselves—the short run to Sidney is through a pleasing succession of wreaths and pastures and scenery, with occasional glimpses of the ocean, in itself well worth the journey, stimulating the traveler's imagination for what is to come. Embarked on the Iroquois, the holiday-makers find himself one of a good-humored crowd, who are in full possession of the boat, for the motto of Capt. Riley is, "Do what you please, and make heartily welcome it, and if the boat does not enjoy herself, it is not the captain's fault. Here the real enjoyment of the day begins. The outlook from Sidney harbor is fine, and the islands are large and small, set in the calm waters of the Gulf like jewels in a backing of silver, while away in the distance the snow-capped mountain peaks rise like a range of rugged crags made beautiful by the sunlight, sifted through a multi-colored haze.

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