

Shoe Co. Ld. RETAIL. Shoes, Hats, Etc.

In Boots and Shoes in the every description of Boots, etc., in each of our five Specialty. Letter orders for Catalogue to

Shoe Co. Ld. B. C. No. B.C.

ON WHY

Not hard to understand. Our method of doing business is right, appreciative and satisfied customer. Canadian, Genuine Imported, arrived, the best in the market.

Shoe Co. Ld. AND 41 JOHNSON STREET.

BEAT

Wool Overalls

Wool and Yarns are hand-picked for particular and are sure of being elsewhere.

Yates Street, Victoria

Wife Buy Her Tea

Tea 10c lb. Qualities and Flavor

S & Co.

Super Co.

WORKS WITH.

From August 1st. Con- for Sea.

MANAGER.

Rubber We carry

MENTS FOR

OWES,

Yates Street.

ES MONEY IN IT. SHIP YOUR

URS DEERSKINS and SENECA

AN FUR & WOOL CO. MINNEAPOLIS, MINN.

ices. Prompt Returns. FOR PRICE CIRCULARS

NOTICE. hereby given that after the thirty days from this date I to the Honorable the Chief of Lands and Works for a foreman, including territorial

THE GREAT WHEAT CROP IN MANITOBA

MORE MEN REQUIRED TO HANDLE GRAIN Sale of British Columbia Fruit at Winnipeg—Boat Capsized and Two Lives Lost.

Winnipeg, Aug. 30.—The following official statement of crops was made this morning by Mr. Hugh McKellar, deputy minister of agriculture: "We are having perfect harvesting weather. I might almost say too good, if there is any meaning to such an expression. Everything is ripening with a rush. A great part of our wheat has been cut. Oats are ready. Barley is cut. Binders in all parts of the province are going from early morning until dark. Thousands of acres are falling every day, but there are not sufficient men there to stack it up. Our crop is bigger and better than last year, and it must be handled quickly. Fifty dunnage a month was the way offered a week ago. Now those farmers not supplied with men are offering \$45 and \$75 or even more for good men. We require more men than we did a week ago. We are anxiously looking forward to the excursions which start on August 31st and September 1st and 2nd. We will try to secure our share of those who come. Our hope is in old Ontario. There is no doubt that the government estimate of 20,000 men required this year is correct. If 9,000 men come on the next excursions, it may be possible to harvest our crop before the snow falls. The crop in most places is fairly easy to handle, standing straight, long and heavy. Binders are doing their work well. The yield is expected to run from 25 to 30, and in many cases as high as 40 bushels per acre."

Wholesale Busy. Eight hundred men are now at work in the C. P. R. shops preparing rolling stock for the boats.

Engineer Drowned. Rat Portage, Aug. 30.—Russell Woods, an old resident of this place, and a C. P. R. engineer, was found drowned in the bay this morning.

Boating Fatality. Rat Portage, Aug. 31.—Fred Smith, employed in the Keewatin Lumber Company, and Owen Markin, of Lake of the Woods flour mill, were drowned in a small lake near Keewatin while sailing on the canal. A third person, named Murphy, was saved.

Killed by Hand Car. Toronto, Aug. 31.—Donald Sutherland, Wingham, was killed by a hand car on the bridge to-day.

Fatal Fall. Thos. Wilkinson, plasterer, employed on the erection of an arch at the exposition grounds, fell forty feet from a scaffolding on Saturday and was instantly killed.

Fell Dead. Hamiota, Aug. 30.—John McConnell, one of the oldest and most respected farmers of the district, dropped dead on Friday afternoon, while superintending work. The deceased was 72 years of age.

Drank Consumption Cure. Minnetonka, Aug. 30.—While Mr. and Mrs. George Hulbert, of Clan William, were in town on Wednesday afternoon, their two-year-old child got possession of a bottle of consumption cure, and drank most of its contents and died.

Hotel Keeper Killed. James Charest, proprietor of an hotel at 221, was instantly killed last night at 9 o'clock. He was driving along the road when he saw a team attached to a grain tank running away. He jumped out and pluckily attempted to stop them, but his attempt cost him his life in a sudden and horrible manner, as the tongue of the tank struck him on the side of the head, killing him instantly.

Were Not Union Made. Hamilton, Aug. 30.—Engel, a cigar-dealer, was heavily fined to-day, for selling non-union cigars out of a union label box.

CHICAGO SCHOLARS. Each Will Carry a Supply of Pure Drinking Water.

Chicago, Sept. 2.—The Chicago public schools opened to-day, with an aggregate enrollment of 275,000 pupils. The children will carry a supply of pure drinking water for their protection against typhoid fever. Plans will be adopted by the board of education to either put in filters or to furnish children for the boiling of the water.

MOUNT PELEE. Indications of Another Volcanic Eruption—Excitement in Island of Guadalupe.

Rosseau, Dominica, B. W. I., Aug. 31.—A thick mist of dust which enveloped Rosseau yesterday was taken as it approached for a rainstorm. The dust is still falling, although lightly, but during the night of the 30th the quantity of dust which fell here was darker than on any previous occasion since the first eruption of Mount Pelee. On the night of the 30th a dark, cone-shaped cloud, emitting electric flashes, rose in the south, but it was gradually obscured by the mist caused by the falling ashes. Rumbling noises and a few detonations were heard during the night of the 30th. The people are quiet. No news has yet reached here from Martinique.

Population Panic Stricken. Points a Pitre, Island of Guadalupe, Aug. 31.—This port has been enveloped in fine dust since 5 o'clock this morning, and the population is panic stricken. Fine ashes are falling continually in a slight drizzle. Semi-darkness is over the ships in the harbor, which seem to be enveloped in a cloud of smoke. Advice from the Island of Guadalupe asserts that since daybreak to-day the entire island has been covered with a cloud of dust coming from the southeast direction of the Island of Martinique. The population of Basse Terre are greatly alarmed. The following message was received from Dominica, Tuesday, the 26th: "Since 3 o'clock to-day (Tuesday) prolonged rumbling noises in quick succession have been heard from the Island of Guadalupe in every direction that Mount Pelee is in violent eruption."

TRADES UNION CONGRESS. President Steadman Denounces the Education Bill and Sugar and Grain Tax.

London, Sept. 2.—W. C. Steadman's presidential address at the Trades Union congress to-day was pessimistic in tone and included a general denunciation of the present government's reactionary measures, such as the Education Bill, the sugar tax and the grain tax, which he described as being an endeavor to permanently reduce the rich at the expense of the poor. Mr. Steadman denied trades unionism was destructive to British commerce, as charged by the government.

With the advent of the shooting season many sportsmen are out in this region. Capt. J. S. Gibson and a party left on the steam yacht Mabel on a trip down the coast, and expect to make a good bag.

A. McMillan, of Victoria, paid Chemainus a visit yesterday. Mr. and Mrs. Sullens were down from Mt. Sicker yesterday and returned by the evening stage. Mr. Sullens reports everything on the mountain looking nice.

A strike is reported as having been made on the Copper King claim, a lead of very rich looking ore having been cut into. At present there is over two feet of ore exposed, and the lead has not yet been completely crossed. This claim is one of a group extending up from the Chemainus river to Mt. Breton, and is held by men who have plenty of capital, and there is no doubt it will soon be put on a shipping basis.

WHOLESALE SHOOTING. One Man Shot Dead and Three Wounded. Salt Lake, Aug. 31.—A special to the Times from Rock Spring, Wyo., says: "Louis Sacks shot and killed Joe Spisak, jr., shot Joe Spisak, sr., in the neck, and Steve Spisak in the right shoulder, and wounded Steve Motta in the thumb early this morning in front of the Combination saloon. Spisak, sr., is likely to die. Sacks is in jail. Some old trouble revived was the cause of the shooting. Sacks and some friends had been carrying all night and became too noisy. Spisak, sr., who is one of the proprietors of the saloon, ordered them out, and when Sacks reached the sidewalk he opened fire. All are Hungarians. "Joe Spisak, the man killed, had not been drinking, but was more of a peevish man. He was known as a quiet young man. He was only 19 years old."

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VISIT OF THE BOER GENERALS TO LONDON

GOVERNMENT WILL NOT NEGOTIATE WITH THEM It is Rumored Visitors Will Ask for Increased Sum for Rebuilding and Restocking Farms.

New York, Sept. 2.—The Boer generals are warned that the British government will not consent for one moment to regard them as invested with any public or political function, according to cable dispatches from London to the Tribune. Anything they may have to say to Mr. Chamberlain will be listened to with courtesy, but all ideas of negotiations between them and the government will be promptly and firmly repudiated.

The altered tone of the London newspapers with regard to Botha, Dewet and Delarey, is caused by reports emanating from continental sources as to the attitude which they intend to adopt in their intercourse with the colonial office. These reports suggest that the three generals had been led by the influence of the Brussels group into a misconception of the real position which they now hold towards this country.

THE BOER GENERALS. The Boer generals are credited with the intention of asking £8,000,000 for farm rebuilding and restocking. The government's proposed grant is £3,000,000.

ANOTHER RICH STRIKE. On the Copper King—Lumber Carriers Sail From Chemainus.

Chemainus, Sept. 1.—The Chilean barque Ena Luisa, with a cargo of 905,435 feet of lumber for Valparaiso, and the American ship Servia, with a cargo of 1,200,000 feet of lumber for Adelaide, both towed out from here on Saturday afternoon. The former vessel went direct to sea, while the Servia sailed for Port Townsend to complete her cargo.

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FAVORS BOXING. Mayor of Louisville Says He Will Not Interfere in the McGovern-Corbett Fight.

New York, Sept. 2.—Chas. T. Granger, mayor of Louisville, who is visiting the city, has been asked if he will interfere in the McGovern-Corbett fight. He is quoted as having replied: "Why should I interfere? Boxing contests are not against the law in Kentucky. We have had many such performances in Louisville, and the law never has been broken. I do not believe that McGovern or Corbett intend to transgress the laws, so why should I interfere? Personally, I am in favor of boxing. I believe it is more beneficial to young men than harmful. I hope to see all differences of personal nature settled in the future, if it comes to a question of fight, by nature's weapons and not by guns."

KEPT HIS WORD. The Sultan Has Withdrawn Some of Measures Adopted Against the Armenians.

Constantinople, Sept. 2.—The trade recently agreed upon by the Sultan has been issued, repealing the exceptional measures adopted against the Armenians, if the Armenian Patriarch would guarantee that no outbreak would follow. The Patriarch has therefore withdrawn his resignation. He celebrated mass yesterday in honor of the anniversary of the Sultan's accession, and during the service he announced to the congregation His Majesty's act of clemency.

LUMBER TRANSFER. Duluth, Minn., Sept. 2.—The Mitchell & Co. Lumber Company has transferred to Alger, Smith & Co., for \$750,000, eighty million feet of standing pine, 13 miles of railroad, camps, saw-mills, teams and other outfits. It is reported that the Diamond Match Co. is negotiating for the purchase of from two to three hundred million feet of standing pine in northern Minnesota, for about \$2,000,000.

VILLAGES DESTROYED. Over Two Hundred Persons Killed by Volcanic Eruptions of the Island of Martinique.

Castries, Island of St. Lucia, British West Indies, Sept. 1.—The British steamer Korona arrived here yesterday evening from Fort de France, Island of Martinique. She reports that a terrible eruption of Mount Pelee occurred at 9 o'clock Saturday and people who arrived at Fort de France from the northern part of the island reported that the village of Morne Rouge, near the district previously devastated, has been entirely destroyed, and that Le Carbet, a village on the coast, which was destroyed at the time of the great eruption, has been swept by a tidal wave. Over 200 persons lost their lives. A sloop from the Island of St. Vincent, which reached here this morning, reports that Mount Pelee crater is now quiet, but the detonations during Saturday night were the loudest heard up to that time, and the inhabitants were terribly alarmed.

SEVENTY PERSONS LOST THEIR LIVES Ship Inch Cape Rock Among the Vessels Which Fought at Port Elizabeth.

Capetown, Sept. 1.—Eighteen vessels, mostly sailing craft, have been driven ashore in a gale at Port Elizabeth. Five of the members of their crews were lost. Two tugs were also reported to have foundered and a score of lighters are ashore. It is feared that there will be much loss of life.

Seventy Drowned. Capetown, Sept. 2.—It is now estimated that seventy persons were drowned in Algoa Bay during the storm which swept over Port Elizabeth yesterday. Among the wrecked vessels is the British ship Inch Cape Rock, which arrived at Algoa Bay on August 2nd from Portland, Oregon. Part of her crew were saved.

BARQUE FOUNDERS. Captain and Crew Spent Three Days in Small Boats—The Marcus Island Deal.

Honolulu, Aug. 26, via San Francisco, Sept. 2.—The whaling barque Cyclon, from Laysan, for Honolulu, with a cargo of 1,200,000 feet of lumber for Adelaide, both towed out from here on Saturday afternoon. The former vessel went direct to sea, while the Servia sailed for Port Townsend to complete her cargo.

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HOW LABOR DAY WAS CELEBRATED

YESTERDAY'S PROCEEDINGS AT THE COAL CITY

Results of the Sports in the Opera House—Mass Meeting in the Opera House.

Nanaimo, Sept. 2.—Labor Day was fittingly celebrated in Nanaimo yesterday. With ideal weather for the occasion everything passed off well. A procession in the morning after the arrival of the excursionists from other places, followed by a programme of sports on the great lawn this afternoon, and a mass meeting in the opera house in the evening, comprised the day's attractions. The city was well decorated by the merchants and the boats, which were a conspicuous part of the procession, showed a remarkable amount of work in many instances. There were not many union workers on parade, the local miners' union turning out less than fifty men. Six bands had places in the procession.

In the afternoon a programme of sports took place, resulting as follows: One hundred yard race, for boys under 10 years—J. H. Marshall; 2, B. Gordon. One hundred yard race, for girls under 10 years—L. Bessie Shaw; 2, Florence Scott.

One hundred yard race, for blacksmiths and carriage-makers—1, E. M. Whyte, Victoria; 2, G. St. Pierre, Victoria. Two hundred and twenty yard race, for members of M. E. A.—1, Geo. McCracken, Victoria; 2, G. St. Pierre, Victoria.

One hundred and ten yard race, for members of M. E. A.—1, Geo. McCracken, Victoria; 2, G. St. Pierre, Victoria. One hundred and ten yard race, for members of M. E. A.—1, Geo. McCracken, Victoria; 2, G. St. Pierre, Victoria.

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THREE DISASTROUS RAILWAY ACCIDENTS

MANY PERSONS WERE INSTANTLY KILLED Twenty-Six Lives Reported Lost in Wreck in Alabama—Cattle Train in Collision.

Kansas City, Mo., Sept. 2.—An east-bound Rock Island train and an engine and caboose collided head on near Birmingham, Mo., ten miles east of here, last night, killing four trainmen and injuring three others. The dead are James Speyer, engineer; Thos. Griffith, engineer; Clarence Mahardt, fireman; and O. W. Ballinger, fireman. The train was running at full speed when they met. Both engines were demolished and the entire cattle train of 30 cars were overturned. Nearly 300 head of live stock were killed.

Caused By Tornado. Waseca, Minn., Aug. 30.—Two persons were killed, three fatally injured and more than a score of others hurt this evening, in a wreck of a train which was hurled down an embankment by a tornado. A train, west-bound, on the Chicago & Northwestern railway, consisting of an engine, baggage car and two crowded passenger cars, while running at the rate of 35 miles an hour, was struck by a tornado, two miles from Meriden. The passenger and baggage cars were hurled 13 feet down the embankment. A brakeman was lighting the car lamps when the crash came, and the wreckage was ignited by the oil.

Many Killed. Birmingham, Ala., Sept. 1.—A disastrous wreck occurred this morning shortly after 9 o'clock on the Southern railway, one mile west of Berry, Ala., and about 60 miles west of Birmingham. It is not known how many people have been killed, but it is reported that one white man and twenty-five negroes at least have been killed outright, while from twenty-five to fifty negroes and one white man have been seriously injured. The train was bringing an excursion from Greenville, Miss., to Birmingham. The engine and six coaches, the latter filled with passengers, were completely overturned and demolished. Many of the victims were horribly mangled.

The train was making time coming to-wards the city. At a point between Berry and Bankston, the engine left the track and rolled over on its side. The negroes aboard began screaming at the top of their voices, and all the passengers became panic-stricken, while the cries of the injured added to the confusion. Those of the crew who escaped injury immediately sent word to the first telegraph station to notify the office of the superintendent. Then the work of rescue began.

LAST YEAR'S CROP. It Amounted to Sixty Million Bushels—New Grain of Superior Quality. Winnipeg, Man., Sept. 2.—Practically all the crop of 1901 has now been removed. The last 22 cars were inspected at Winnipeg yesterday, and almost to a bushel it is possible to give the exact figures on wheat and other grain shipments from last year's crop. This amount shown as inspected here does not include flour or any feed milled west of Winnipeg, but does include wheat milled here or at Keewatin and other shipments whether via Emerson or Winnipeg. About seven million has to be added as having been used in the country for seeding and another million for milling purposes, bringing the total crop up to sixty million bushels, including about two million bushels still in the country. Taking an average of 55 cents per bushel for all of this, the country has realized on last year's crop about \$33,000,000. The total amount of grain inspected at Winnipeg from September 1st, 1901 to August 31st, 1902, was 57,500 cars or 462,000,000 bushels of grain, calculating only 30 bushels to the car. This amount is greater by nearly five times what was moved in 1900-1 when only 15,405 cars were inspected here and nearly double that of 1899-00 when 33,663 cars were inspected.

The first car of Manitoba's new wheat has been graded No. 1 hard by the chief inspector. A car of new wheat reached the city yesterday from Plum Coulee and graded No. 1 hard. The grade of the new wheat is said to be of a superior quality and has not the slightest trace of "frothite." It is expected that by the end of this week a number of elevators will open throughout the country, but none that could be learned of were open, as was expected yesterday.

The threshers win from two farms at Plum Coulee. The crop started for Posen to-day in order to be in readiness to meet the Emperor and Empress on their state entry into that city. Their departure later in the day left Wild Park station by train for Posen.

Oswald Burton, a son of Mr. Ashton Burton of Minnesota, was drowned in a pond while duck hunting on Labor Day.

SITUATION IN COAL FIELDS. Extra Guards Were on Duty at a Number of the Collieries Yesterday.

Wilkesbarre, Pa., Sept. 1.—An extra guard was placed at all of the collieries of the Kingsley Coal Company at Edinburg, Pa., yesterday. The strikers have been in an angry mood since Saturday because one of the guards at No. 4 mine is alleged to have made the remark that until the strikers became so hungry they would have to eat their children. William Williams, the superintendent of the mine, promised the strikers that if it can be proven that such a remark was made he would discharge the guilty man at once.

Quiet at Tanama. Tanama, Pa., Sept. 1.—Quiet prevails to-day in the Panther Crack Valley. The non-union men employed at Breakers No. 4 and No. 12 of the Lehigh Coal & Navigation Company reported for work as usual. A platoon of soldiers was sent to Summit Hill as a guard for the non-union men, while the Governor's troops patrolled the valley. Their services were not required, however, as no attention was paid to the workmen or soldiers. Owing to the bitter feeling existing against the soldiers at Summit Hill, the officers will not issue passes to their men for these points. There will be no observance of Labor Day in this region.

Collecting Funds. New York, Sept. 1.—At the weekly meeting of the Central Federated Union, the additional names were placed on the committee appointed to collect funds for the striking coal miners. They were instructed to make arrangements for an open air mass meeting for the purpose of urging President Roosevelt to call a special session of Congress to end the strike.

Another Dispute. Telluride, Colo., Sept. 1.—The Ophir tunnel and Climax mill at this place has closed down because of a dispute over the wage scale. Officials of the miners' union claim the scale agreed upon early in the summer when a strike was threatened in the district has not been put in force at these places and a demand upon A. B. Reynolds, manager of both of them, resulted in a refusal to change conditions. Mr. Reynolds was notified that he must abide by the agreement referred to and this was accomplished by the closing of the properties. An early settlement of differences seems unlikely.

CARRIED OFF GENERAL. Venezuelan Soldiers Join Revolutionists, Taking Their Commander With Them. Wilkesbarre, Pa., Sept. 1.—News from an official source reached Wilkesbarre confirming previous reports that last Friday 500 men of the Venezuelan army who formed the vanguard of the government forces near Cucunaro deserted to the revolutionists. They took their arms and equipment with them, and carried their chief, General Castillo, a prisoner to the enemy.

The 600 government soldiers who have been trying to re-establish trade on the Venezuelan railway from Caracas to Valencia were repeatedly interrupted by the insurgents during Thursday and Friday of last week, and the latter day they were defeated by a detachment of the revolutionists, under the command of General Castillo. The town of Losques was captured and the Venezuelan government has given orders to the president of the state of Maracaybo to turn over the presidency to General Castillo. The president has refused to obey this order and complications are feared.

THE GERMAN EMPEROR. The Kaiser Left Berlin for Posen To-day, Accompanied by the Empress. Berlin, Sept. 2.—The Imperial Chancellor, Count von Buelow, started for Posen to-day in order to be in readiness to meet the Emperor and Empress on their state entry into that city. Their departure later in the day left Wild Park station by train for Posen.

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THE BRITISH LIBRARY

Corner... Furnace... little attention, has self-feeding heater.

Elect Member for the Commons... Place in December

Will be Issued To Day and Candidates Will be Nominated on Fourth of November.

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CANAL THROUGH PENDER ISLAND

WORK ON CHANNEL IS NEARLY COMPLETED. Will Give Residents a Safer and Shorter Route than From Vancouver Island.

Over a year ago a petition, largely signed by the residents of several of the islands in the Straits of Georgia, was presented to the Ottawa government, praying that a channel be cut through a very narrow point in Pender Island, in order that small steamers, boats, and canoes—the latter being the only means of communication with Vancouver Island and the farmers possessed, apart from the mail steamer—might be saved a long and circuitous journey around the island, which at certain periods of the tide was not very safe for small craft.

The proposed channel was from Bedwell Harbor on the east coast. These two harbors are deep indentations on Pender Island, and almost meet at high water, the distance being about 200 yards. In the valley connecting the two the land was only a few feet above high water, and it had the appearance of having at one time been a narrow isthmus between two islands. There are evidences that the Indians long ago made a portage across this narrow neck of land.

It was supposed by the petitioners that a channel could be cut through this low ridge in a few weeks, and at a very small cost, probably not over two thousand dollars, and while the engineer was not quite so hopeful, he did not calculate, at the outset, that the work would take any considerable length of time. As the work progressed, however, it became more difficult, hard pan and heavy clay giving the big dredge a very hard time.

The channel when finished will be 65 feet wide, 7 feet deep at low water and 19 at high water, and the length will be about 300 yards in length. The work will be completed in about ten days. There has been some criticism in the press of this work, which has been described as utterly useless, and involving an extravagant expenditure of public money.

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Hamburg, Sept. 3.—Inquiries made in official circles here show that the announcement of the Boersenthal of August 29th, that carries a line across on their way from New York, Philadelphia, Boston, Baltimore, Buffalo, Newport, Cleveland, Chicago, Milwaukee, Duluth, Montreal, Portland, Toronto and Manitoba would not be subjected to the new strain regulations providing for certificates of origin of all grain imported from the north, mentioned in the article, already aforesaid are not exempt. Cargoes already aboard are not exempt.

MT. BAKER HOTEL BURNED TO GROUND

HEAVY LOSS TO THE OWNERS AND LESSEE. Owing to Prompt Action of Host Virtue and His Assistants No Lives Were Lost.

The Mount Baker hotel, one of the most popular and attractive summer resorts in British Columbia, distinguished as the temporary abode of T. R. H. the Duke and Duchess of York on the occasion of the recent visit of the Royal party to this city, was totally destroyed by fire this morning.

The handsome building was constructed of wood with the exception of the brick base, and the flames, fanned by a brisk breeze blowing towards the sea, spread with terrible rapidity, so that only a portion of the furniture and other property in the hotel was saved. Fortunately, owing to the prompt action of J. A. Virtue, licensee of the house, and his employees, no lives were lost and no person was injured by the fire.

MOUNT BAKER HOTEL

Practically all the furniture on the ground floor was saved, as were also the contents of the basement. The loss is estimated at \$25,000. The fire was caused by a gas stove in the kitchen, which was carried by a draft of much labor from the first floor.

Mr. Virtue had recently laid in a big stock of wines and liquors to the value of about \$25,000. Fortunately, the loss of this stock was not so great as it might have been, as the stock was got out of the burning building. The value of the furniture saved should be nearly \$5,000 by a rough estimate.

A somewhat thrilling incident occurred during the rescue of the furniture. The bell of room No. 46 commenced ringing and kept going. Naturally it was at first supposed that someone was imprisoned in that room, and Chief Watson and one of his assistants made a brave attempt to reach the room by the stairway. But they found the corridor a sheet of flame, which was absolutely impassable.

Shortly after 7 o'clock the whole building above the brick basement was completely enveloped with fire, and sheets of flame and clouds of smoke rose high above the doomed house. The heat became intense and it was impossible for anyone to remain near the burning building. The heat alone set the gages and gas pipes some distance in front of the hotel on fire, and the grass along the shore was scorched up. The roof crumbled in at 20 minutes past seven o'clock, throwing clouds of ashes and cinders around, and a few minutes later the walls crumbled into the vortex of fire, and the great building had all but vanished.

SUPPLY IS NOT EQUAL TO DEMAND

SIXTEEN HUNDRED MEN WANTED IN MANITOBA. Action Against Dominion Government to Settle Claim Made by the Prairie Province.

Winnipeg, Sept. 4.—The harvest is getting on apace and over 70 per cent. of the entire acreage in the province has been cut up to date. From every point the reports are favorable. The scarcity of labor is being more keenly felt as the threshing becomes more general.

Manitoba's Claim. To finally settle the dispute between the province of Manitoba and the Dominion government with regard to an item in the capital account of the province, Attorney-General Campbell has begun suit against the attorney-general of the Dominion in the Exchequer court of Canada.

Tailors on Strike. Chatham, Ont., Sept. 4.—The tailors are on strike here on account of the union's refusal to agree on a wage schedule. Toronto, Sept. 4.—The Canadian Master Bakers' Association is holding its first annual convention in this city.

Smallpox. Word has been received by the provincial health department that the township of Balfour, Alberta district, has thirty-one cases of smallpox in eleven houses within the last two months and a half. Spice Mill Combining. It is stated that the leading spice mills of London, Hamilton and Toronto have formed a combine with capital between \$200,000 and \$300,000.

REBELS HAVE LOST GROUND. Government Troops in Venezuela Are Preparing to Advance. (Associated Press Correspondence.) Caracas, Venezuela, Aug. 27.—During the past fortnight the Venezuelan revolutionists have lost time and ground. The insurgents were a short time ago in possession of Caracas, Cumana, Barcelona and Guira, that is to say, all the Eastern coast of Venezuela, but owing to the ability and skill of General Buelna, who has been in command since intelligence, a large commercial port has been wrested from them.

AMERICA CUP RACES. J. Pierpont Morgan May Head Syndicate to Build Boat to Meet the Challenger. New York, Sept. 4.—Following the resignation of Sir Thomas Lipton in building another American cup challenger, Lewis Cass Leard, commodore of the New York Yacht Club, and several other members of the club, have held an informal conference. No definite action was taken, pending the receipt of the challenge. Considerable interest at New York is being manifested in the matter, and a syndicate is being formed to build to meet the new challenger.

NEWSPAPER MEN REACH VICTORIA

EDITOR SHOT DOWN ON HIS DOOR STEP. HE WAS WOUNDED IN SEVERAL PLACES. AN INTERVIEW WITH HON. CLIFFORD SIFTON.

"Wonderfully impressed with its size and resources," is the general expression of the British newspaper men who arrived last night, when asked their opinions of the great country they had just crossed. From Victoria to ocean, from east to west they have journeyed, viewing a continental panorama of beauty, natural wealth and signs of prosperity, and here, at the very gateway of the Pacific, more than seven thousand miles from the mighty little island, their home, they find their western country.

Seattle Police Here After Woman Crook. Their Quarry Now Serving Three Months in the Provincial Jail—Stole in Seattle. Other crimes are being brought home to Jennie Marshall, the woman who was arrested here last week on a charge of stealing from the Market Exchange, where she was lodging.

DEAD INDIAN WOMAN. Remains Found on Beach Near Cadboro Bay on Sunday Last. Provincial Constable Cox labored under the impression for a short time on Sunday that he had a murder case on hand. During the day he was making a routine discovery on the beach about twelve miles from the city.

UNKNOWN MAN KILLED. Everett, Sept. 1.—An unknown man was killed, it is supposed, by the west-bound Spokane local near the Everett junction just south of the city this morning. Fragments of his body were scattered for a mile along the track. It is supposed the man was riding the rods, and his clothing becoming entangled in the car axle, his body was simply whipped to pieces and the fragments strewn along the tracks. There was absolutely nothing by which to identify the remains.

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HE WAS WOUNDED IN SEVERAL PLACES. AN INTERVIEW WITH HON. CLIFFORD SIFTON.

Ottawa, Sept. 4.—Hon. Clifford Sifton was to-day interrogated regarding the discussion on the tariff, now going on in the press. The speeches of Hon. J. I. Tarte indicate action by the government on the tariff next session," was asked.

The Yukon Election. Hon. Mr. Sifton was seen last night at Brockville, where he has been sunbathing with his family, in regard to the Yukon election. "The writ for the election," he said, "has been issued and the nomination will be on November 1st. The act provides that polling shall take place twenty-eight days after the date of nomination. J. H. Ross, commissioner of the Yukon, will be a candidate. It is not known whether he will be opposed, but in any event there seems to be no reason to doubt his election. Mr. Ross is unquestionably one of the most capable public men we have ever had in the West. He had a most useful and successful career in public life in the Northwest, and from all that I can learn has won the confidence of the people of the Yukon district in a very great degree. I may say further that had it not been for the most unfortunate illness which he has for the present made it impossible for Mr. Ross to engage actively in official duties, I should have expected him to be a member of the cabinet. It is, however, quite out of the question for Mr. Ross to become a member of the cabinet, and other matters must remain unsettled until his complete recovery, which, I am assured by physicians, is but a question of weeks. Mr. Ross will not be able to take any part in the election himself. His friends will take charge of it for him."

CUMBERLAND HIGH SCHOOL. Large Attendance at the Opening—New Principal Introduced. (Special Correspondence of the Times.) Cumberland, Sept. 3.—There was a large attendance at the opening of the Cumberland High school on Tuesday morning. Rev. F. Gifford, assisted by Rev. J. A. Cleland and Rev. T. Williams, opened the proceedings with a short religious service. T. A. Carey then introduced Mr. Simpson, the new principal, who made a very pithy speech and was loudly applauded. The others who took part were L. A. Mounie, M. P. P., Mrs. Williams, Misses Williams, Mrs. Williams, J. E., and Andrew McKnight. Miss Alice Ramsay also opened her kindergarten on the same day. On Labor Day there was an excursion to Union Bay and Gardley's point. The train was crowded and a very pleasant party spent the outing netting \$20 towards the school library. The shooting season opened here, but only a few large bags have been reported.

CHASED WITH AN OAR. A Photographic Artist's Wrath at a Native on Squishies Reservation. A rather exciting, and at the same time amusing, incident occurred on the Squishies reservation this afternoon. In endeavoring to secure a number of views of the wigwags along the beach, the north side of the E. & N. railway bridge, an ubiquitous camera man happened to raise the ire of one of the dusky natives, and "he" not taking flight, might have been "stayed" while adjusting the cloth and focus of his instrument. One old buck made a dash at him with an up-lifted oar in hand. The assault, however, was admirably "stayed." The picture man resorted to his tripod for protection, but when the shouts of his assailants were attracting other tribesmen along the beach, he felt his safest quarter by nearer the city. He accordingly did not linger to retort, but fled, comforting himself in the fact that he was a good sprinter.

STOP WATCHES ARE TO BE SUPPLIED TO THE POLICE. Stop watches are to be supplied to the police of Victoria to enable them to gauge more accurately the speed of motor cars and bicycles.

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IA-ALBERNI RAILWAY QUESTION

Survey Will Be Made Immediately, From North End of Cowichan Lake to Alberni.

In connection with the general development of Vancouver is the consideration of a railway from Victoria to Alberni. It is well known that the occasional travellers and those who have penetrated the mountainous region between the Cowichan lake and the Alberni river possess a natural resource, but while no serious proposals there is no reliable information on file as to the character of the country, the extent of the resources, or the value of the land. A bill was passed during the session of the legislature authorizing a survey of a railway from Victoria to Alberni, but nothing further has been done in the matter as yet, and strong feeling among the merchants of the Nanaimo district more valuable to Vancouver than to Alberni. But as far as the question is concerned, the question is at the close of the session.

Quade, president of the board, having noticed a press report that a committee of the Legislature and the provincial government on this subject, requested of the board to refer the matter to the standing committee on the subject, and to report thereon. Accordingly, the members of the committee, Chairman T. W. Patterson, and Mr. A. Mara were immediately made arrangements for a survey of the route. In the committee, in the presence of Mr. H. D. P. P.'s, had been seen, the suggestion of the latter, Mr. Mara and the secretary of the board waited upon by Mr. C. Wells.

Mr. Mara, who had accompanied the delegation to the provincial government in March, had not throughout the previous session had then expressed his opinion that direct railway between Alberni and Victoria was desirable by the shortest route, namely, via the Cowichan river and the northern end of the Alberni. He had been well acquainted with the proposed route between the Alberni and the northern end of the Alberni, and had been asked to make a survey of the route. He had been well acquainted with the proposed route between the Alberni and the northern end of the Alberni, and had been asked to make a survey of the route. He had been well acquainted with the proposed route between the Alberni and the northern end of the Alberni, and had been asked to make a survey of the route.

reference there were present, Mr. Patterson, Mr. Mara and the secretary of the board, and the Premier was impressed with the merits of the proposed survey, and that it should be undertaken. The Premier was impressed with the merits of the proposed survey, and that it should be undertaken. The Premier was impressed with the merits of the proposed survey, and that it should be undertaken.

THE CZARINA.

Sept. 3.—The official report of the day which changes occurred in the Czarina which is now, owing to the normal course of the Czarina, has had a misadventure, no complications, and the pulse being normal. At 3 o'clock a special dispatch from St. Petersburg this morning is nothing disquieting. The Czarina is in a normal condition. At 3 o'clock a special dispatch from St. Petersburg this morning is nothing disquieting. The Czarina is in a normal condition.

BIRTHS.

- At Gorge road, in Martin, of a son, on Aug. 30th, the son of a son.
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STEAMER SERVICE ON THE COAST.

DESCRIPTION OF THE CRAFT WHICH PLY ALONG EASTERN SHORES OF THE ISLAND OF VANCOUVER.

The steamer Strathcona, which now forms the connecting link between Sidney and Nanaimo and the ports of Crofton and Chemainus intervening in the railway service now provided by the Victoria Terminal Railway Company, has inaugurated a business that has been fruitful of many beneficial results to this city. She is a handsome type of the greyhound river craft with lofty pilot and helm house and stern wheel that propels her with a minimum of vibration, much to the comfort of those who travel on her. But, though built for river service, the steamer has never proved a success on fresh water, because of her heavy draught. This feature, however, which has never proved a success on fresh water, because of her heavy draught. This feature, however, which has never proved a success on fresh water, because of her heavy draught.

The vessel is a twelve-knot boat, but like most craft of her kind, has extra power when the occasion demands. Built specially for the trade of the islands, the trim little steamer Iroquois, operated in connection with the Victoria Terminal Railway Company, has always been a boon to the settlers of the coast. She was constructed for T. W. Patterson, the late manager of the road, and is fitted for both the freight and passenger business. Her hull was built at Port Moody, and was afterwards taken to Victoria to receive the machinery.

In every respect the steamer is strong and substantially put together, and of good model, can weather almost any kind of sea usually encountered between the islands.

Since the advent of the Strathcona on the east coast route the vessel has been assigned almost exclusively to the run among the islands, and only relieved the larger vessel when the latter is laid up for repairs. Like the Iroquois passenger accommodation is all on her second deck, where both comfortable sitting, sleeping and dining quarters are to be found, equipped with all conveniences. In many respects the steamer resembles a ferry boat, features of her construction admitting of advantages which are greatly enjoyed by the passenger when desiring to view the superb scenery to be found among the islands.

These vessels, together with a number of smaller ones which run on less regular schedules, provide a ready and comfortable means of communication with almost all points on the East Coast and the islands which are adjacent to facilitate trade, but to stimulate it as will for with the excellent service which they provide an additional incentive is given to the settlement of a number of rich valleys and islands which would otherwise have offered little attraction to the settler.

Through the whole extent of the line there is not a mile of dull or uninteresting country. Where it does not skirt the sea, the train plunges through a jungle of wild growth, or darts across plains dotted with the finest oaks to be found on the continent, and climbs the steep hill sides above Goldstream, till it reaches a dizzy height above the water of Sanich Inlet. Through tunnels, over great canyons, with their spider-like trestles, round the shores of sparkling lakes, past thriving towns, and budding cities—the whole gives the traveller a comprehensive idea of the

manifold beauties and resources of the Island of Vancouver.

The rolling stock of the line has recently been augmented by the addition of a number of Pullman cars, where for a trifling additional fee, the passenger may better enjoy the beauties of the road. A transfer barge, operating between Ladysmith and Vancouver, brings unbroken cars across the Gulf from the C. P. R., and enables the E. & N. to bring these cars into the city over their lines.

The premier of the province, Hon. James Dunsmuir, is the principal shareholder in the road, of which the general superintendent is Joe Hunter and the traffic manager, Geo. J. Courtney.

came into the hands of Henry Croft, M. E.

The interesting of Mr. Croft in the mountain was undoubtedly the most fortunate thing that ever happened as far as the future of the mountain was concerned. In the face of discouragements and prophecies of failure, Mr. Croft undertook financial obligations which would have paralyzed the energies of a less plucky man, and held unflinchingly to his course until the great value of his property was demonstrated even to the most skeptical. Not content with opening up his property, he built a narrow gauge, three foot railway, from Westholme to the summit of the mountain, enabling him to bring his ores to the E.

hill. In the proprietor of the Lenora these men found a true friend, always ready with a word of encouragement, and sometimes with more substantial tokens of good-will.

The result to-day is a transformation over the whole face of the mountain, and the contiguous country. A flourishing camp on the summit of Mount Sicker, with two large shippers and a host of smaller properties, a twelve mile narrow gauge railway out to the sea, a fine line to town on Osborne bay clustering round the largest and most complete smelting works in the West—these are the forerunners of an activity in Island development which bodes happily for the Capital City of British Columbia, and

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ESQUIMALT & NANAIMO RY.

A LINE WHICH EXTENDS FOR A HUNDRED MILES THROUGH RICH TERRITORY ALONG THE COAST.

Although almost every point of importance on the Island of Vancouver can be reached by water, travel by railway lines always finds greater favor among many who prefer its expedition, and absence from the dangers of sea sickness. The E. & N. railway, running from Victoria to Wellington, has thus ever since its construction, formed a favorite route for touching the different farming districts and lumber and mining camps of the province.

The line was constructed between the years 1888 and 1897 by a company, of which Hon. Robt. Dunsmuir was the leading shareholder. The company undertook to build the line and the telegraph system for a subsidy of \$750,000, together with a large grant of land. The capital stock of the company was \$3,000,000. The road and its equipment was also exempted from taxation for ten years.

The line has proved a great assistance in stimulating the growth of the island town. It forms a great artery of trade on which are situated such business points as Victoria, with its great shipping interests; Duncan, the base of a large lumbering and agricultural trade; Chemainus, the busiest town on the Island; Mt. Sicker, the best mining camp on Vancouver Island; Crofton, the smelter town; Ladysmith, the progressive young city springing into existence on the Bay; Nanaimo, the seat of the coal trade, and Wellington,

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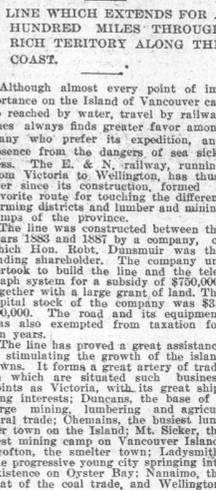
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STEAMER STRATHCONA AT PEN DER ISLAND WHARF.



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between the islands. Since the advent of the Strathcona on the east coast route the vessel has been assigned almost exclusively to the run among the islands, and only relieved the larger vessel when the latter is laid up for repairs. Like the Iroquois passenger accommodation is all on her second deck, where both comfortable sitting, sleeping and dining quarters are to be found, equipped with all conveniences. In many respects the steamer resembles a ferry boat, features of her construction admitting of advantages which are greatly enjoyed by the passenger when desiring to view the superb scenery to be found among the islands.

These vessels, together with a number of smaller ones which run on less regular schedules, provide a ready and comfortable means of communication with almost all points on the East Coast and the islands which are adjacent to facilitate trade, but to stimulate it as will for with the excellent service which they provide an additional incentive is given to the settlement of a number of rich valleys and islands which would otherwise have offered little attraction to the settler.

Through the whole extent of the line there is not a mile of dull or uninteresting country. Where it does not skirt the sea, the train plunges through a jungle of wild growth, or darts across plains dotted with the finest oaks to be found on the continent, and climbs the steep hill sides above Goldstream, till it reaches a dizzy height above the water of Sanich Inlet. Through tunnels, over great canyons, with their spider-like trestles, round the shores of sparkling lakes, past thriving towns, and budding cities—the whole gives the traveller a comprehensive idea of the

manifold beauties and resources of the Island of Vancouver.

The rolling stock of the line has recently been augmented by the addition of a number of Pullman cars, where for a trifling additional fee, the passenger may better enjoy the beauties of the road. A transfer barge, operating between Ladysmith and Vancouver, brings unbroken cars across the Gulf from the C. P. R., and enables the E. & N. to bring these cars into the city over their lines.

The premier of the province, Hon. James Dunsmuir, is the principal shareholder in the road, of which the general superintendent is Joe Hunter and the traffic manager, Geo. J. Courtney.

came into the hands of Henry Croft, M. E.

The interesting of Mr. Croft in the mountain was undoubtedly the most fortunate thing that ever happened as far as the future of the mountain was concerned. In the face of discouragements and prophecies of failure, Mr. Croft undertook financial obligations which would have paralyzed the energies of a less plucky man, and held unflinchingly to his course until the great value of his property was demonstrated even to the most skeptical. Not content with opening up his property, he built a narrow gauge, three foot railway, from Westholme to the summit of the mountain, enabling him to bring his ores to the E.

hill. In the proprietor of the Lenora these men found a true friend, always ready with a word of encouragement, and sometimes with more substantial tokens of good-will.

The result to-day is a transformation over the whole face of the mountain, and the contiguous country. A flourishing camp on the summit of Mount Sicker, with two large shippers and a host of smaller properties, a twelve mile narrow gauge railway out to the sea, a fine line to town on Osborne bay clustering round the largest and most complete smelting works in the West—these are the forerunners of an activity in Island development which bodes happily for the Capital City of British Columbia, and

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THE CITY FATHERS WENT HOME EARLY

BUSINESS AT COUNCIL MEETING UNIMPORTANT

The Usual Batch of Correspondence and Routine Matters Constituted Last Night's Programme.

The consideration of correspondence and the adoption of a few reports constituted the entire business of the meeting of the city council last night, and these matters were disposed of with unusual but praiseworthy dispatch.

Mayor Hayward presided, and all the aldermen were present, excepting Ald. Barnard, whose turn for a holiday has arrived. The city clerk, Mr. J. B. Mcintosh, who were both conspicuous for their absence. The grouse season has commenced.

The first letter read was from Messrs. Fell & Gregory, who wrote respecting the claim of Mr. McIntosh for damages in respect of the removal of his boat house in consequence of the work being done at James Bay. The writers stated that a previous communication on the subject had elicited no reply from the council. Ald. Vincent thought that the city clerk had been requested to write to Messrs. Fell & Gregory that the Dominion government and not the city was responsible. The Mayor said it was a question whether the city would allow the boat house to be replaced in its old position when the reclamation work was finished. Ald. Yates stated that if the city had done any damage to Mr. McIntosh he would be compensated. He moved that the matter should be referred to the city solicitor to report upon the liability of the council in the matter. This was seconded by Ald. McCandless and carried.

Messrs. Hooper & Son asked that the eastern portion of Johnson street, near the Fernwood road, should be made fit for traffic at once. The letter was referred to the city engineer for report as to the cost of the completion of the work, and also the cost of making the road passable.

Messrs. Hooper & Watkins wrote that the plans for certain additions to the Dominion hotel had been laid before the building inspector, who had declined to approve them, and asked that opportunity should be given them to discuss the matter with the council. On the motion of Ald. Yates it was agreed to let the architect meet the council at 10 o'clock on the following morning.

F. W. Grant wrote requesting permission to plant 20 chestnut trees on Chestnut avenue, and to remove an oak tree from the middle of the street. Referred to the engineer for report.

Chas. S. Baxter complained of the condition of the open drain on Jubilee avenue and the box drain on Beacon street into which it ran. It was a question, he wrote, which of the two was the most objectionable. The place fairly reeked, and unless something was done the outbreak of fever might be confidently expected. On the motion of Ald. Worthington the matter was referred to the engineer and the health officer for report.

Ald. Cameron asked that the drain on the south side of Michigan street might also be reported upon. The situation was very bad, and there was already some sickness in the vicinity. This was agreed to.

A long communication was read from Albert Toller, in which the writer stated that the water commissioner's "hash" in 12 distinct and carefully numbered propositions to his own entire satisfaction. Document placed on file.

Winifred M. Davie wrote concerning a vicious dog, which she described as making lawless expeditions from its home at 93 Michigan street and killing or maiming respectable dogs who kept the bad dog in its place. Could not be kept at home. Incidentally, she mentioned that the dog growled at her when she passed him, and she had some doubts about his intention, and to avoid the animal she often had to make a detour at some distance from her home.

On the motion of Ald. Yates, the clerk was instructed to request the chief of police to arrest the growling dog, and the animal is kept out of the streets.

An offer of five mountain goats at \$50 apiece from F. E. Griffiths, of New Denver, was respectfully declined. The park committee being without funds, the B. C. Johnson, superintendent of the market, reported receipts amounting to \$76.40.

The city engineer reported that the alley way between King street and Hillside avenue, concerning which G. W. Anderson had written, was in an impassable condition, and that the necessary work would cost \$250. Referred to streets, bridges and sewers committee.

In regard to Judge Drake's complaint of the fumes from the Victoria Chemical Works, the city engineer and the sanitary inspector reported jointly that the nuisance had been caused by the sewer leakage in the sulphuric acid chambers, which had now been repaired. A letter to that effect from the management of the works was introduced, and copies of both documents were ordered to be sent to Judge Drake.

The water commissioner reported in connection with the Bannockburn connection with the Bannockburn, and in connection with the council had misunderstood his report. He had not wanted leave to the government or any private residents to connect with the water supply. The government were largely misled. The council were largely misled. The water supply was not yet applied for leave to take the water. This communication was received.

The council endorsed the recommendation of the streets, bridges and sewers committee to accept the lowest tender for the wrought iron fittings for the gas pipes at either end of the James Bay causeway.

The following petition, signed by Store Jones, L. G. McQuade, S. J. Pitter, Pither & Leiser and others was read: We, the undersigned, have the honor to bring to your notice the following fact, and to ask your kind consideration thereon: A petition has been signed by upwards of 200 ratepayers, representing more than 1-10th of the assessed value of the city, setting forth that the proposed site under consideration for the building of the Carnegie library are, in the opinion of the petitioners, unsuitable or unavailable, and that lot 20, block 3, situate at the corner of Yates and Blanchard streets, can be purchased for a sum not exceeding \$7,500, and the prayer of the petition is that your honorable body will introduce and pass a by-law to raise by way of loan upon the credit of the municipality, a sum not exceeding \$7,500, to be expended in providing a site for the Carnegie library somewhere near the centre of the city. We have since taken legal advice upon this petition, and we understand that it is doubtful if we can re-submit the by-law recently passed down for a less sum than \$15,000, and in that event the only possible way in which the object sought by the petitioners can be obtained, is to introduce a new by-law having the same effect as the one recently passed, and this by-law cannot be legally introduced until the new council of 1903 comes into office. We, the undersigned, therefore, as representing the petitioners, and in the petition, respectfully ask your honorable body to take legal advice upon this petition, and to introduce a new by-law, and to pass a resolution to erect said library upon any site now in the possession of the city in order that the by-law be introduced and passed for the petition may, at the proper time, be submitted to the council and afterwards to the ratepayers for their sanction.

In making this request we believe that we are acting in the best interests of the city, and are only voicing the opinion of the majority of the ratepayers who desire to see Mr. Carnegie's money expended on a suitable site nearer to the centre of the city, which it is at present proposed to erect upon.

We trust, therefore, that your honorable body will allow the matter of the building of the Carnegie library and the proposed site to have a further opportunity of being discussed at another meeting of the council for a sum not exceeding \$7,500. We have the honor to be, gentlemen, your obedient servants, Store Jones, L. G. McQuade, A. Henderson, T. H. Shottolt, S. J. Pitter, Pither & Leiser, Wm. Wilson, Richard Hall, B. S. Oddy, James Forman, B. S. Heisterman.

Ald. McCandless moved that the petition be received and laid on the table. There was no particular hurry in the matter, as the building season was drawing to a close, and it was improbable that the library would be built before the Point Ellice bridge. The motion was agreed to.

DEVELOPMENT OF VANCOUVER ISLAND

DISCUSSED BY VOTERS' LEAGUE LAST NIGHT

Committee on Cowichan Valley Railway Survey Reports—Increase in the Membership Fee.

The regular weekly meeting of the Voters' League was held at the city hall last evening. The meeting was presided over by the chair, and among those present were the following: Messrs. H. Firth, A. L. Belyea, J. B. Lovell, W. F. Best, A. L. Belyea, H. Hall, M. P. E., Ed. Bragg, Clement, Richards, Joe. Peirson, Taylor, R. Sealbrook, F. Langton and W. Laird. Secretary Morley was at his usual post.

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