The Semi-Weekly Colonist.

FORTY-SECOND YEAR. THE VICTORIA SEMI-WEEKLY COLONIST MONDAY, OCTOBEB 9 .399 VOLUME XLIII—NO. 84

A Port on Lynn Canal.

One Year Lease to Canada Part of Alaskan Modus Vivendi.

Should Be Made Permanent But American Senate Would Not Consent.

Admitted to Be British Right But Washington Powerless to Make Concession.

By Associated Press.

New York, Oct. 6.—An evening paper published the following from Washington regarding the Alaskan boundary:

"The state department is informed from London that the British foreign office has ratified the Alaskan provisional boundary line as agreed upon by Secretary of State Hay and Mr. Tower, British charge d'affaires. The agreement was submitted to the Birtish foreign office about six weeks ago for ratification, without which it would not be operative.

"The most important commercial and political consideration in the Hay-Tower modus vivendi is that it carries with it the agreement that Canada will be granted a lease for one year of a port on the Lynn Canal. This concession has already been shown to be unpopular in the West and Northwest, so that if it be made a part of any proposed final agreement it will probably be rejected by the senate. The state department has already come to two definite conclusions as to the manner in which the final agreement may be reached. The conclusions are:

"1st. By a remission of the delimitation of the line to the joint high commission, its conclusion be subject to the ratification by the senate.

"2nd. By a court of arbitration whose functions will be confined to three propositions as follows: (a) The United States will draw and submit its final line to the court; (b) Great Britain acting for Canada will draw its final line and submit it to the court; (c) the court will hear argument and determine which of these lines it should adopt. This must be no compromise line.

"The state officials affirm that they are unwilling to submit so grave a question as the one involved to a court with unlimited authority to make compromises which would give Canada territory of Americans, or vice versa. The state department will not run the risk of such a decision as was reached in the British-Venezuelan arbitration.

"The court of arbitration will not be resorted to if Canada, England and the United States agree to remit the final boundary to the joint high commission. Its failure to agree induced Lord Salisbury and Col. Hay to assign to Col. Hay and Mr. Tower the duty of agreeing on a modus vivindi, subject to a ratification by the British foreign office.

"The fact that Sir Louis Davies, Canada's special commissioner, is now in London, is taken here to indicate that Canada has not only at last consented to the Hay-Tower convention, but that she has staked her chances for her principal claims on a board of arbitration or the joint high commission.

"From the attitude of at least two American commissioners it can be stated that if the high commisison is reinvested with power to suggest the true line that line will not differ materially from the Hay-Tower line and the commission will say that Canada should have a port on Lynn Canal. In other words the provisional line and the temporary lease of a port will be made permanent.

"Such an agreement would undoubtedly be ratified by the British foreign office but it would not be ratified by the United States senate. The state department officials have in fact been already apprised of the fact that nearly all the Western and Northwestern senators are irrevocably opposed to surrendering to Canada sovereignty over any water or lands which are now and have been American territory since the purchase of Alaska in 1867."

INSURGENTS FIGHT AGAIN.

But Shelled From One Post and Driven by Infantry From Another.

Manila, Oct. 6.—Gen. Fred. Grant with five companies of infantry and a band of scouts advanced from Imus this morning, driving the insurgents from the entire west of the Imus. Three Americans were wounded.

Two companies with the scouts crossed the river at Big Bend and advanced westward in the direction of Binacayan road, the insurgents firing volleys, but retreating. Twenty Filipinos, about midway between Baccoor and Cavite Viejo; they were routed and six killed.

Riley's battery of the 5th artillery made an effective sortie about a mile south of Baccoor and shelled the west bank of the river at close range. That bank is now held by the Americans.

MURDER AND SUICIDE.

Montreal, Oct. 6.—A. Phillips, aged 65, shot a woman known as Mrs. Beaudry with whom he had been living on Sanguinet street this morning. He then turned the weapon upon himself with fatal results.

VICTIM OF GAS.

Sarnia, Oct. 6.—Mrs. Emily Smith, an aged lady of Port Elgin, who was on her way to Duluth to visit her daughter, was found dead in bed in her room at the Belchamber house yesterday. The gas was turned on.

THE SCOTSMAN.

Halifax, Oct. 6.—A representative of the London Salvage Company has left Halifax on the steamer Glover for the scene of the Scotsman wreck.

FIRE ON THE PRAIRIES.

Grass So Dry That Flames Spread Rapidly—Van Horne's Hay Land Swept.

Winnipeg, Oct. 6.—Dense clouds of smoke indicate prairie fires southwest and north of the city. The fires are probably running in the marshes where the grass is rank. The grass and the other dead vegetable matter are now so dry that they make good food for the flames. Some stacked hay has been burned in St. Charles and Rosser districts.

Thirty employees of Sir William Van Horne on his Selkirk farm are out beating back the fires. Several hundred acres of Sir William's hay land has been burned over.

ORPHANAGE BURNED.

Gasoline Engine Works Destruction of an Institution at Westminster.

New Westminster, Oct 5.—At 4:30 p. m. yesterday fire broke out in the Good Sheppard's Orphanage, conducted by Our Lady of Charity Sisters. The brigade was quickly on the scene, but the hydrant proved useless, and in the delay in getting to another, the flames got beyond control. The ferry steamer, which is also a fire boat, moved up to the scene, but had not sufficient hose to make connections. In it at the time there were over a hundred orphans and eighteen nuns. With the assistance of mill hands these and most of the contents were removed.

The fire originated in a break in a gasoline engine just installed to operate the machinery of the steam laundry. The building was erected in 1890, and was valued at $13,000. The insurance is $9,000.

WHY CANADA SENT NO TROOPS

Liberal Patriots Snub Suggestion Because Made by Tory Officers.

From Our Own Correspondent.

Ottawa, Oct. 6.—The cabinet is now sorry it did not offer a contingent for service in South Africa. The matter was discussed in council to-day and probably in a few days Sir Wilfrid Laurier will toe the mark. Meanwhile the government organs are adding to its difficulties. The Free Press has been instructed to say that the suggestion to send a contingent to South Africa is the result of a wave of cheap enthusiasm and smacking of party politics.

ANTICOSTI'S FRENCH LORD.

Czar Menier, having been refused exclusive fishing rights in the waters around Anticosti, now asks for exclusive rights to lobster fishing. Mr. Belliveau, inspector for St. Lawrence fisheries, has reported on the matter to the government. Many Nova Scotians take lobsters in Anticosti waters. Strong protests are being made against granting Menier's request.

NOTES.

The despatch travelling in the American press, about a wonderful find of gold, silver and lead in Hudson Bay district, is a gross fabrication, designed to catch unwary investors.

STIFF BREEZE FOR YACHTS.

Indications that To-day Will Give Opportunity for Satisfactory Test.

By Associated Press.

New York, Oct. 6.—This has been a day of rest on the board of international racers. The feeling on both sides is one of confidence. Mr. Iselin thinks he will win; Sir Thomas Lipton has a nice little corner in Erin already fitted up. The public is in doubt, and it may be said that there is a feeling of indecision among expert yachtsmen. The two days of drifting have furnished almost nothing on which to base an opinion. They seemed, however, to strengthen belief that Shamrock is a thoroughly dangerous proposition. Those who have wagered most say they are firm in the belief that there is little to choose between them in a drift.

At sundown the wind was blowing hard from the North. The weather was clearing and this was a good sign of a pretty hard northwesterly gale in the morning.

Sir Thomas Lipton was considerably vexed to-day over the knowledge that what purported to be signed statements from his Shamrock skippers had been published. He desired the Associated Press reporter to make public the fact that immediately upon receiving information that such statements were being circulated he had gone on the tender Plymouth to inquire of Captains Hogarth and Wringe about the matter. "It was exactly what I suspected," said Sir Thomas, "neither Hogarth nor Wringe had seen members of the press after either race."

The observatory at Galilee reports as follows: "The wind to-night is north-northwest, with a heavy sea running. The indications are that there will be a fresh wind at the commencement of the race tomorrow, also a heavy sea, but that the sea will go down as the race proceeds."

At 10 o'clock to-night reports were received from Long Island to the effect that the wind is moderating. At the same time Sandy Hook reported the wind still blowing at the rate of 35 miles an hour.

THE STRIKING MACHINISTS.

Their Idleness Has Not Yet Affected Operations of the Railway.

Winnipeg, Oct. 6.—(Special)—The C. P. R. machinists' strike still continues without any apparent change on either side. There has been no demonstrations in connection with the matter. Manager Whyte stated to a reporter that matters were running on as smoothly as usual and that the amount of traffic had not been diminished in the least degree. The company are not worrying about the matter and the operations of the road will go on as usual. About three hundred cars per day are going out.

The Torch In Manila.

Failure of Native Plot to Burn Important Public Institutions.

Reminder of Victories Over Spain Inspired Recent Insurgent Attacks.

Aguinaldo Sends Fighting Men to Their Farms Lest Famine Should Prevail.

By Associated Press.

Manila, Oct. 5.—The Archbishop of Manila has notified Gen. Otis that there was a plot on foot to burn the residences of the Governor-General and the Archbishop, together with several government buildings and banks, but the plot failed to materialize, possibly because of a display of force.

The Filipinos in the inland districts have been holding festivities in celebration of their victories over Spain during the revolution of 1898. This doubtless furnishes a partial explanation for their aggressiveness during the last few days. At Calamba and Imus they repeatedly assailed the Americans until they were finally dispersed, and they have been active at other points. In one case they had two old cannon, masked in bushes, throwing shells toward Calamba, but only a few exploded. The American artillery in the final engagement there sent more than fifty shells among the Filipinos.

Aguinaldo, according to a report brought to Manila to-day by a Dominican friar from the north, has issued orders to the Filipino soldiers in northern provinces to return to their towns and resume farming. This story lacks confirmation, but the rumor may be in accordance with Aguinaldo's policy of keeping the country as productive as possible by using men in alternate shifts on the farms and under arms.

Dagupan, San Fernando (in the province of Union), and Delioinist, which are under the guns of the United States warships, are supposedly evacuated, but it is alleged that the evacuation order calls upon the male inhabitants to return in case of the arrival of American troops, and expresses the hope that the Americans will protect the towns.

C. P. R. MACHINISTS' STRIKE

Ordered For Busiest Time, But Company Hopes to Keep Up Repair Operations.

Winnipeg, Oct. 4.—(Delayed in transmission)—The machinists employed in the C. P. R. shops from Fort William to Vancouver, including Winnipeg, struck this morning at 11 o'clock. About 200 men are out. The strike is the result of the effort of the machinists to have their order, the International Association of Machinists of America, recognized by the railroad company. Their delegates met here for several days and could come to no agreement with the company, and the strike was therefore ordered to-day.

W. McLean, of Vancouver, vice-president of the union, stated the case of the men as follows: "What we want may be summed up under three heads: (1) recognition of our union; (2) establishment of a minimum wage clause; and (3) increase of the allowance made for overtime.

"Representatives of the union have come to Winnipeg from points all the way from Fort William to Vancouver, and on arriving here the manager of the company refused to see them, thus failing to recognize the union. We are also taking advantage of the busy season of the year to press our demands, as we feel that they are perfectly just, and that the company has had ample time to consider them and procure any information as to the rates paid on other roads.

"The minimum wage asked for is: From Brandon to Fort William, 25 cents per hour; from Laggan to Brandon, 27½ cents per hour; and from Vancouver to Laggan, 30 cents. I might say that this schedule is very reasonable and considerably lower than the rate of wages on either the Northern Pacific or Great Northern railways."

It is reported that the engineers and apprentices, all in fact below the first and second engineers, on the Empress of India, now at Vancouver, will join the strikers, and that the Empress will not be able to sail on Monday.

Winnipeg, Oct. 5.—There is no change in the strike of machinists in the C. P. R. shops here. Everything is quiet. The company maintain they can secure sufficient men to do ordinary repairing until the busy season is over.

CANNOT BE CONTRADICTED.

Treaty Did Not Cover Embezzlement When Hinckley Quit the Westside Bank.

Rossland, Oct. 6.—(Special)—Chas. W. Hinckley alias C. S. Morris, arrested at Keremeos September 26 for embezzlement of $97,000 from the Westside Bank, New York, in 1884, was released to-day, Judge Forin taking the ground that under the Ashburton treaty in force when the alleged crime was committed the offence was not extraditable.

The case was called yesterday, when counsel for the prisoner asked for his immediate discharge as he had been illegally arrested and could not be held, as the present extradition treaty is not retroactive and the treaty in force at the time of the alleged offence did not cover the crime charged. The lawyer for the United States authorities and for the bank officials asked and obtained an adjournment until ten o'clock this morning, but on the meeting of the court they could not effectually answer the prisoner's contention.

WESTMINSTER FAIR.

Victoria Firms Took Conspicuous Part in Exhibits of Provincial Industry.

From Our Own Correspondent.

New Westminster, Oct. 6.—Again to-day there were enormous crowds at the exhibition. It was Children's Day, and the little ones were out in force. The features were the cattle parade and the horse races. The former was a genuine treat to the city-bred folk. Never had they seen in this Western country such a splendid collection of thoroughbred stock on parade, and exclamations of wonder were general.

The races which followed were exciting and amusing. There was no very fast time, but the finishes were close and the races were well managed.

On taking a last look at the exhibit in the big building where the crowd thinned out, one had more time to examine the great care which some of the exhibitors had taken to make a favorable showing. Among the most artistic exhibits were those of Okell & Morris, Brackman & Ker, Hudson's Bay Company, and M. R. Smith & Company, of Victoria. The jams, jellies and candles of Okell & Morris were very tastefully arranged, and this year canned fruit and gallon tomato jars have been added to the very creditable display.

In another part of the building a very commodious office with refreshment rooms was built entirely out of bags of flour labelled Brackman & Ker. The Hudson's Bay Company's was a very extensive exhibit, and arranged in superlatively good taste. M. R. Smith & Company also had one of the premier exhibits. Their booth was admired unstintingly by thousands, and the display of candies, biscuits, etc., was most temptingly shown, besides the seventeen diplomas displayed beneath the bright-colored bunting of the stall.

In conclusion, the excellent tram service should be mentioned. Up to date there has not been a single accident.

Think Better of Making Attack

A Scare in Natal Relieved by Arrival of Further Troops From India.

By Associated Press.

London, Oct. 5.—Nothing new has developed as to the Transvaal situation since morning. The Daily Telegraph's despatch this morning announcing that the Boers had invaded Natal and seized Laing's Nek now seems to be without foundation. The government has nothing to justify such a report, although such a move would cause little surprise.

The British position in Natal was considerably strengthened by the arrival of the Indian transports, which reinforced them by 2,500 infantry and cavalry, all of which will be sent to the front by trains, and with their arrival at Glencove and Ladysmith to-morrow the British advance camps and lines of communication will be practically safeguarded against the risk of a successful dash across the frontier by the Boers.

The military authorities apparently no longer fear the massing of the Boers along the frontier, and in fact it is decided that the Boers shall not make a sudden invasion into the territory. The Natal authorities are rather pleased with this, because they argue that the tension of waiting will tell severely on the Boers' discipline, and moreover they will soon exhaust what little forage there is near the border and be compelled to fall back on their base, because in view of ineffective commissariat they are unwilling to advance into Natal, leaving behind them a foliageless weldt.

ALARM AT NEWCASTLE.

London, Oct. 5.—From cable advices it appears that the Premier of Natal had said to the military authorities that they can render Newcastle no assistance, adding that if the Boers intend to attack the town resistance would be futile. The women and children should be sent away and the town surrendered.

A despatch from Newcastle, filed this morning at 9:10, says: "Telegraphic communication with Charlestown is open. The Boer command at San Pruit was reinforced yesterday, but no advance is expected." This information is important, as it contradicts the alarmist despatch of the Daily Telegraph, which was timed at noon yesterday.

Newcastle, Natal, Oct. 5—10:50 a.m.—A despatch has been received here from the government, stating that there is no immediate cause for alarm. This has had the effect of arresting the panic.

Ladysmith, Natal, Oct. 5.—The Fifth Lancers and a Naval brigade from Durban have arrived here and are encamped near the railway.

LOOTING JOHANNESBURG.

London, Oct. 5.—A despatch from Johannesburg reports that the Kaffirs are raiding the business places and houses in the east end. The whites fired on them. A special force of police has been despatched to disperse the raiders.

An unconfirmed report says that martial law has been proclaimed in the Transvaal.

A despatch from Johannesburg says the regular distribution of letters has ceased. The government has countermanded all dynamite and cyanide properties, which have been removed and placed under strict guard at various depots. A strong guard has been stationed at the reservoir to prevent tampering with the water.

SENSIBLE IRISHMEN.

An enthusiastic meeting of Irishmen was held last evening in Kimberley, under the presidency of a former mayor of the town, at which resolutions were unanimously adopted, expressing disapproval of the position of Irishmen who sympathized with the Boers, and of the course of the Irish parliamentary party in extending sympathy and support to the Transvaal in the present crisis.

STRICTLY ON DEFENSIVE.

Mafaking, Oct. 5.—It is asserted here on reliable authority that the burghers have been strictly enjoined not to cross the western frontier or to interfere with civilians, but to resist passage of an armed force.

Boers Made A Mistake

Deluded Into Belief That British Would Not Engage in War.

Commandant Politely Warns Enemy to Look Out for His Approach.

Dash for Pretoria Would End Short Campaign—Kaffirs Now Looting.

By Associated Press.

London, Oct. 7.—The Daily News this morning asserts that an army corps will be mobilized to-day.

A despatch from Mafeking announces that Commandant Cronje of the Boer forces has been promoted to the rank of General and is massing 6,000 Boers with artillery near Ramathlabama, north of Mafeking. The despatch adds that General Cronje has sent a message to the camp of the Imperial troops that he will cross the border at the first shot fired in Natal.

LOOTING BY KAFFIRS.

Johannesburg, Oct. 6.—Thousands of natives have invaded the town and to-day the authorities decided to march them under escort out of the country. Last night two natives entered a clothing store kept by a Jew and stabbed the proprietor in the neck, severing his windpipe. The Jewish storekeepers in the East Rand have been murdered by natives and the Kaffirs are raiding all the places where they think liquor is stored.

The war commission acting under the governments' instructions, will to-day issue advice to shopkeepers to remove the barricades they have erected, on the ground that the government's guarantee of protection ought to be sufficient.

WOULD BE SHORT WAR.

New York, Oct. 6.—The Tribune publishes the following from its Paris correspondent: Mr. John Hays Hammond, the American civil engineer connected with leading South African mining companies, who returned from the Cape two months ago, is now passing a few days at Paris. The appreciation of the situation in the Transvaal expressed by Mr. Hammond in conversation with the Tribune correspondent is of interest as showing how war with the Boers is regarded by an observant representative American enjoying the advantage of unsurpassed knowledge of the facts enabling him to thoroughly grasp the situation. As to the justice of war Mr. Hammond did not wish to express an opinion, but when asked whether the war would be a short or long one said:

"It will be a short war, ending with the capture of Pretoria, after which the Boers will recognize the futility of further fighting. The Boers to-day are not as formidable fighters as they were fifteen years ago. For example, their enormous advantage in marksmanship over the British troops no longer exists, because game to any extent has disappeared. The Boers have no experience in shooting moving objects. A few old Doppers are still good shots, but they are fast dying out. Moreover the British Lee-Metford rifle with its remarkably flat trajectory puts Tommy Atkins quite on an equality with the Boers so far as marksmanship is concerned.

"Quasi friends of the Boers," continued Mr. Hammond, "deluded them into the belief that Great Britain would not resort to war in any event, and unfortunately thereby provoked a spirit of opposition to the British demands, resulting in the present diplomatic impasse, which I fear makes war inevitable.

"Encouraged by the present weakness of the British garrisons, the Boers evidently hope to occupy strategetic points, and by rapidly assuming the offensive, forestall the British army."

Mr. Hammond thinks there is no danger of the conflict developing into a war of races because the Boers, especially the generation now attaining manhood, have commercial instincts and are fond of making money. They are altogether more enlightened than the old Doppers, with their dog-in-the-manger exclusiveness. Mr. Hammond feels confident that both nations will have reason to respect each other more after a war.

MR. MORLEY'S FEARS.

London, Oct. 6.—Addressing a peace meeting at Carnarvon this evening Mr. John Morley asked the country to realize the predicament to which it had been brought by unhappy diplomacy and the bedlamite councils of the war press and the war party. "If President Kruger had accepted the franchise proposal of September 8 with reliance upon the convention of 1884, he would have been planted behind diplomatic entrenchments which by fair and reasonable means could not have been forced. Even after the refusal there was still room for a friendly settlement, but just as the Transvaal made a mistake our government capped it by withdrawing the franchise proposals."

Mr. Morley dwelt upon the moderation and reasonableness of the recent speech of the Duke of Devonshire, which proved that Great Birtain did not desire to interfere with the Transvaal's independence. The speaker said he had always pressed the urgency of the Transvaal meeting Great Britain. He dwelt upon the eventual danger of having at a strategetic post like the Cape a dissatisfied population held down by force of arms and said he failed to see why the Transvaal and Great Britain were unable to come to terms. Mr. Morley spoke derisively of the talk of a pan-Afrikander conspiracy in South Africa.

AN AVENUE TO PEACE.

London, Oct. 6.—Sir Henry Campbell Bannerman, speaking at Maidstone today at a luncheon specially arranged to give the leader of the opposition in the House of Commons an opportunity of expressing the views of official Liberalism regarding the Transvaal crisis, said to-day. It now appears that Lieut. Winthat neither side had shut the door upon further negotiations.

"Great Britain," he continued, "has not made her demands as a suzerain power, but in virtue of international law and as the power responsible for the well-being of South Africa. If the Boer government have refused the reasonable requests in the despatch of the secretary of state of colonies of September 8, through fear and suspicion regarding a possible attack upon her independence, the speeches of the Duke of Devonshire, lord president of the council of ministers, and Sir Matthew White Ridley, secretary of state for the home department, constitute assurances which ought to extinguish suspicion and fear. These speeches are quite as authoritative as any despatches, and bind the honor of the government and the country. They ought to open the way to an agreement."

Pointing to the absurdity of going into war for a difference of two years in the opposing franchise proposals, Sir Henry Campbell-Bannerman declared that the claim of suzerainty had been finally exploded by Sir Wm. Vernon Harcourt and Sir Edward Clarke. "It was an evil day," he continued, "when this claim was dug from the grave in which it was decently buried in 1884 by the wise and experienced men who then conducted British affairs, the men who buried it because they knew it was devoid of efficacy and a fruitful source of difficulty. I believe the country has confounded the word suzerainty, which is valueless, with the great fact, which is essential and cardinal, the predominant supremacy, paramount, or whatever you may wish to call it, of British power in South Africa, which is indisputable and founded on the necessary facts of the situation."

A well-defined conviction is prevalent that the foreign office is trying to discover a way out of the impasse which has been created by admitted mistakes and miscalculations, and it is evident that the peace advocates and peace counsels are gaining ground, although Mr. Chamberlain's refusal to seize the chance given him by the petition of 58 members of the Cape House of Assembly, to point out in his reply that the Boers still have the opportunity of accepting Great Britain's previous offer so long as her new proposals remain informulated, seems to show a personal determination on the part of Chamberlain not to yield.

Pretoria, Oct. 6.—Rev. Mr. Bosman, a Dutch Reform minister in Pretoria, now visiting in the United States, is reported to be doing good work in the interests of peace. Strong hopes are entertained in official circles that President McKinley may be induced by the people of the United States to offer mediation in the present crisis. General James Oberne has been appointed special representative of this republic in the United States, to work in the interests of peace.

NO HURRY ABOUT FIGHTING.

London, Oct. 6.—All reliable information from South Africa points to a continuance of the existing tension for some time, as both sides are apparently diffident about commencing the attack, although from despatches received here, it seems every movement of patrols and every cloud of dust raised by a herd of cattle, was turned into a general advance by both armies. The delay is all to good, inasmuch as it gives time for further negotiations, and to-day's indications apparently show a willingness on the part of Britain to continue to utilize diplomacy.

A despatch from Capetown, of doubtful authenticity, alleges the Boer organization in the field is already breaking down, and that friction is developing between the artillery, who are regulars, and the burghers' commanders.

Advices from Pretoria describe the Transvaal organ as crying for impossible terms, and Kruger as referring to the prospective struggle as a means of setting the Republic "Totally free of England." It is also said, according to advices from the same point, that the Boer's force at Volksrust will advance to-day to the Natal border, and according to General Symons although Commandant-General Joubert is personally adverse to hostilities, his patient tactics will not last, as the Boers will soon demand either to be disbanded or receive orders to invade Natal.

Bloemfontein, Oct. 6.—President Steyn, addressing a commando in the market square on Thursday, congratulated the burghers on the rapidity with which they responded to the call. He said the Orange Free State did not intend to make an attack, but it would fiercely defend its cherished rights. The enemy was the stronger, but if that enemy crossed the frontier it would meet with determined resistance. In conclusion, he exclaimed: "We would be fighting for the independence of our state."

EFFECTS OF WAR SCARE.

Pretoria, Oct. 6.—The government is reducing official salaries on a sliding scale. Those who received over $2,000 had their salaries reduced 25 per cent., a saving altogether of $16,000 a month.

The town is being divided into wards, and special police officers are being sworn in.

London, Oct. 6—Refugees in Capetown are having a bad time, and women and children are in pitiable plight. The government's offer to send transports for some of the distressed has been accepted.

The announcement from Pretoria that the British diplomatic agent, Mr. Conyingham Greene, is ill, is taken in some quarters to indicate the possibility of his recall, and of further steps in the direction of a peaceful adjustment.

In connection with the rumor that Queen Victoria is liable to intervene to prevent war a curious story is published this morning by the Vienna Establatt, which alleges that Her Majesty intends to abdicate in the event of an outbreak of hostilities, declaring that it has this information from an "excellent source." The statement unfavorably affects the Vienna bourse. The British foreign office, when shown the Vienna story as to the intention of the Queen to abdicate should war break out, declared it supremely ridiculous and utterly baseless.

TROOPS FOR AFRICA.

London, Oct. 7.—It is now practically certain that parliament will meet on October 17. Reserves will be summoned to-day in sufficient numbers to bring up to war strength the three regiments warned to hold themselves in readiness for service in South Africa, or about one-sixteenth of the total reserve.

London, Oct. 6.—A host of officers, including Prince Christian Victor of Schleswig-Holstein, and a large number of nurses sailed for the Capeston Spence Churchill, son of the late Lord Randolph Churchill, who will accompany Gen. Sir Redvers Buller, will go, not on behalf of the Times, but as the war correspondent of the London Morning Post and the New York World.

TRAINSPORT FLEET.

New York, Oct. 6.—A special to the Herald from Boston says:

"It was learned to-day that 67 trans-Atlantic liners have been chartered by the Birtish admiralty to transport troops and supplies to South Africa. That the Columbia and Chicago, of the Furness line, had been taken was confirmed. It is also said that the Oakmore, of the Johnston line, which leaves here to-morrow, will, upon the discharge of her cargo in London, be turned over to the government. Mr. Wyllis, local agent of the line, has received no official advices of the charter. The steamer Nomadio, of the White Star line, has been taken; also as already reported, the new Allan line steamer Bavarian, which made two trips to Montreal.

"Freight advanced nearly 50 per cent. on account of the removal of so much tonnage from the Atlantic seaboard, and there is every indication of a still greater advance. Grain charters closed on Saturday at 2¾ pence per bushel, and fixtures made yesterday were on the basis of four pence per bushel. The rate to Liverpool on Saturday was 2½ pence, while yesterday 3½ pence per bushel was quoted.

"It is understood that some of the Elder-Dempster line of steamers, plying in the Montreal service, are among the fleet taken by the British government."

CANNED MEAT SUPPLIES.

Brisbane, Oct. 6.—Great surprise and dissatisfaction are expressed in commercial and political circles here at the news that the British war office has placed large orders for canned meats in the United States. As a matter of fact, the Queensland canners, anticipating a large demand, had prepared increased stocks which will now possibly be a drug on their hands.

EJECTING KAFFIRS.

Johannesburg, Oct. 6.—The government is ejecting thousands of Kaffir miners from the Rand and sending them into the northern districts of the Transvaal to avoid the danger of a collision with the whites in the event of war.

The Irish corps supporting the Boers has started for the frontier.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation, you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

DR.
PRICE'S
CREAM
BAKING
POWDER

Made from Grape Cream of Tartar, and Absolutely Pure

Highest award, Chicago World's Fair.
Highest tests by U. S. Gov't Chemists.

PRICE BAKING POWDER CO., CHICAGO.

Imitation baking powders are mostly made from alum. They may cost less per pound, but their use is at the cost of health.

40,000 Men £8,000,000

Provision Made by British War Board for Service in South Africa.

Precaution Taken to Maintain the Troops' Highway Through Natal.

Rumor That Boers May Yet Submit Without Shedding of Blood.

By Associated Press.

London, Oct. 4.—The most interesting announcement in connection with the Transvaal crisis to-day is that the chancellor of the exchequer, Sir Michael Hicks-Beach, has already sanctioned the provisional expenditure of £3,000,000, and the government will not exceed that limit without authority from parliament, which will be asked to vote a sum not exceeding £8,000,000.

A meeting of the war board to-day discussed and drew up arrangements to insure the safety of the route from Durban to Laing's Nek, so that large bodies of troops may on disembarking be rapidly forwarded up the country to the front without confusion or crowding at the base.

It is stated to-night that the war board has decided that the corps for service in South Africa shall be far larger than originally estimated, and that it now consists of 40,000 men.

LIBERAL SUPPORT.

London, Oct. 4.—A meeting of Liberal members of the House of Commons, including several former members of Liberal cabinets, was held this morning at the private residence of the leader of the Liberal opposition in the House of Commons, Sir Henry Campbell-Bannerman. The subject under consideration was the government's South African policy, and the meeting resolved to support the government on the re-assembling of parliament, even at the expense of placing the present official leaders of the Liberal party in conflict with their former colleagues, Sir William Vernon Harcourt and Mr. John Morley.

SUGGESTED SOLUTION.

London, Oct. 4.—Mr. Gavin Brown Clark, Liberal member of parliament for Caithnesshire, who telegraphed to Pretoria portions of the speech delivered last Saturday at Manchester by the Lord President of the Council, the Duke of Devonshire, which Mr. Clark thought offered an opening for a pacific settlement, has received the following reply from Pretoria, under date of October 3: "The government of the South African Republic are gratified to learn that powerful influences were at work to secure a peaceful settlement. Considering, however, the manner in which their five-year franchise proposals were rejected, after the government had every reason to believe that these would be accepted; considering also the abandonment of the joint commission proposed by Great Britain, as well as the declaration that the British government regarded all former proposals as abandoned and are formulating fresh proposals, the government of the South African Republic do not feel at liberty themselves to re-formulate the rejected proposals.

"If the desire for peace be earnest and sincere, an excellent opening is afforded by the Transvaal's acceptance of a joint commission, a proposition emanating from the British government, which, if carried out, would undoubtedly bring satisfactory and honorable settlement."

BOERS MAY NOT FIGHT.

London, Oct. 4.—Late advices from Capetown this afternoon indicate a widespread impression there that unless the Boers begin hostilities by Thursday, they will not fight, but will yield to the Imperial demands when formulated.

It is rumored there that the Boers are withdrawing from the Natal border owing to lack of forage.

A London news agency publishes the following despatch from Volksrust, Transvaal, dated October 3: "An unconfirmed report is in circulation here that the time allowed the British troops to withdraw from the Transvaal border will expire at 4 o'clock to-morrow afternoon, and that failure to comply with the demands will be considered tantamount to a declaration of war. The British foreign office at London assured the Associated Press that absolutely nothing was known there of any Transvaal demand for the withdrawal of the British troops from the frontier.

Mr. Montague White, consul-general of the South African Republic in London, informed the Associated Press this afternoon that the Transvaal and the Orange Free State some days ago decided to present a joint demand to Great Britain to withdraw her troops from the frontier, but he asserts that he advised against its presentation, and so far as he knows the demand has never reached the British foreign office.

EXPELLING BRITISHERS.

London, Oct. 4.—A special despatch from Johannesburg says the Boer officials there continue to urge the British subjects who remain to leave at once. It is believed that all who do not will be marched under escort along the railroad until a train is reached to carry them off.

Orders have been issued from Pretoria closing all the saloons in the gold fields.

The Transvaal government has taken over the Ferrera mines and all the mines in the gold fields. A group of five of the Eckstein mines have been closed.

TROOPS ARRIVING.

Addifional transports with troops from India arrived this morning at Durban, Natal, and will proceed to the front immediately.

The Cape house of assembly last evening agreed to a motion to instruct the Cape government to demand the speedy return to Cape Colony of any and all rolling stock now in the Orange Free State or the Transvaal.

KRUGER'S DEFIANCE.

London, Oct. 5.—The Press Association learns that the despatch drawn up by the cabinet on Friday was still unsent up to this evening. On the other hand a telegram to the British government from a well informed source gives the news that Dr. Leyds, the representative in Europe of the South African republic, has received a confirmation of the report that President Kruger has addressed an ultimatum to Great Britain demanding the withdrawal of the British troops from the South African frontier within 48 hours, and that it will be delivered on Monday. This report, however, still lacks official confirmation.

BRITISH NOT UNEASY.

London, Oct. 5.—The confidence of the military authorities at the Cape is shown in a message received which states that at a conference held to consider the situation General White expressed himself that the British would be able to put forward a force sufficient to repel any attack.

Gen. White, who intended to go to Durban on a warship in order to save time, has now abandoned the idea and will now go by train to-night.

A line steamer left Lorenzo Marquez, Delagoa Bay, to-day with 1,200 Rand refugees. Large numbers were left behind and all trains are crowded with this taking part in the exodus from the Transvaal.

THE BOER CAMP.

A despatch from Volksrust says that the Boer camp on the Onak border now comprises 2,000 men and is growing daily. The camp breathes with righteous fervor. One of the largest corps lay in the veldt without shelter during a heavy thunderstorm.

Commandant General Joubert is momentarily expected to assume command of the Boer forces.

AN OPTIMIST.

Pretoria, Oct. 5.—Mr. J. M. A. Wolmarans, one of the non-official members of the executive council, says he hopes that when the rands re-assemble they will be without a convention and will be a free people. God, he declares, has often used the English to bring the burghers back to the faith of their fathers. In the course of his speech he exclaimed: "England has refused everything, even arbitration."

ROBBERY BY AUTHORITY.

London, Oct. 5.—A special despatch from Pretoria says the Transvaal government has seized gold to the value of £800,000 which is now lodged in the state mint. The government, the despatch adds, will indemnify the banks to which the gold is consigned.

FORCES FOR NATAL.

London, Oct. 5.—The Daily Mail's correspondent at Lorenzo Marquez reports that H. M. S. Philomel has gone to Durban for the purpose of landing 100 men and a gun. Commenting editorially on the foregoing despatch the Daily Mail says it considers that the action reported indicates grave danger. The admiralty, says the Daily Mail, would not countenance such a measure except in circumstances of unusual emergency and it thinks it probable that other British warships are converging silently upon the theatre of action.

STILL NEGOTIATING.

London, Oct. 5.—The Daily Chronicle's correspondent at Capetown telegraphing under date of Tuesday says: "For the first time in several months Mr. J. H. Hofmeyer, the Afrikander leader in Cape Colony, and Sir Alfred Milner, commissioner for South Africa and governor of the colony, met in conference. An unconfirmed report is in circulation that Mr. Hofmeyer has been entrusted with an Imperial mission to Pretoria.

THE BOER COMMANDANT.

London, Oct. 5.—The following was received here to-day from the correspondent of the Daily Mail, dated Majuba Hill, Tuesday: "I have just crossed the frontier in a truck which was placed at my disposal by Commandant General Joubert, who reached the frontier today and is staying in the main Boer camp on the Sand river. I had a long talk with General Joubert in the train. He said he deeply regretted the impending war, which he had done his utmost to avoid. He wonders that Queen Victoria never answered the letter he addressed to her on the situation. I notice everywhere a general disposition to appeal to the Queen and the patriotic belief that she will stop the war.

"General Joubert still believes in a South African confederacy under English protectorate, and attributes the present crisis to Cecil Rhodes and Mr. Chamberlain. His last words were: I leave it now to God. It may be His will that the Transvaal shall perish. I can only do my best.

"The General was enthusiastically welcomed at the depot by the Boers. They are undisciplined and unorganized and their ambulance arrangements are ineffective but the commissariatis fairly good.

WOULD RATHER NOT FIGHT.

"A majority of the Boers are unwilling to fight but are quietly confident that they will overrun Natal, attacking it from both sides in the neighborhood of Ingogi or Ladysmith.

"The Boers are much afraid of Lyddite shells and dumdum bullets. All the untrained men are mounted. They maintain a high reputation for shooting. They have no uniform. All complain at leaving their wives and children at the mercy of the Kaffirs.

"There is much confusion in the camp. Heavy rains have deluged the lands and blocked the roads and horses, oxen and tents are mixed up together. The men are seen arguing with their officers but there is no excitement or loose firing. It is difficult to say exactly, but I suppose there are six thousand men in the Sand River laager and others are continually arriving.

"The horses are in excellent condition. I only saw five guns, of a heavy French pattern. The heliograph is constantly working on the hills.

THE SEASON OPPORTUNE.

"Despite the heavy rains the grass is still blown dry and all the country both open and rocky is well suited to the operations of irregular cavalry. There are no English troops here except one outpost which is stationed at Majuba Hill. But I am not allowed to telegraph information as to the whereabouts of English troops.

"The Boers deprecate the general panic among the English in the Transvaal as if they were savages. They have constructed a few earthworks to defend the railway and hold a good technical position. They complain, however, of the lack of locomotives and the difficulty of working a single line."

REPORT OF FIGHTING.

Bloemfontein, Oct. 4.—The government has published a telegram from Boshof stating that the British forces have crossed the border and the fighting has commenced. Another telegram says the troops have crossed the border but that no fighting has occurred.

London, Oct. 4.—Late telegrams represent that a Boer attack upon Natal is expected at any moment but assert that Commandant General Joubert has threatened to shoot any man who moves without orders.

The London morning papers are inclined to regard the seizure of gold by the Transvaal government as a note of warning.

No absolute confirmation is obtainable of the report that a Boer ultimatum has been presented but that news comes from good Boer sources.

HALF-HEARTED RESISTANCE.

London, Oct. 5.—The Daily Telegraph's correspondent at Newcastle, Natal, sends his paper a similar message to that sent by the correspondent of the Daily Chronicle. He says he is sure half of the Boers will offer no serious resistance to the British troops. "The Free State," he says, "has made no preparations, and it is doubtful if it can put a thousand men in the field at present."

"Thousands of Uitlanders are unable to leave the Transvaal, and their territory is so great that many of them have joined the Boer levies as the best means of escaping.

"Johannesburg can offer no serious defence if attacked, and Pretoria, despite its five forts, is hopelessly weak.

"Practically the whole Boer poulation has been called to arms, and the result is a strangely-armed and garbed guerilla mob of 20,000 or thereabouts. It is declared that their defective German cartridge cases have all been recalled, and fresh ammunition made in America is being substituted.

"Thousands of burghers are attired in khaki and pugarees, so it is difficult to distinguish them from British troops.

INVASION OF NATAL.

"Last Friday the Boer government arrived at the conclusion that the danger of an attack lies in the Natal side, and thousands of men who have been sent in the direction of Delagoa Bay and Rhodesia were recalled and despatched towards Standerton and Sand River. I am satisfied that General Joubert has 15,000 men between Standerton and Volkdrust, and am positive that he will invade Natal with that strength.

"Certainly serious and bloody actions are impending as soon as the Boers have revived from the fatigue of travelling. There is no doubt, however, that the women and children will be well treated, as will also probably unarmed citizens."

INFLUENCES FOR PEACE.

London, Oct. 5.—Lord James of Hereford, writing to a correspondent, expresses a fear that the maintenance of peace now is impossible.

Sir Edgar Vincent, speaking at Exeter yesterday evening, said he understood that General Sir Redvers Buller did not expect the war to be a short one.

The peace party is making the most of the interval of anticipatel reassembling of parliament.

The executive committee of the National Liberal Federation at a recent meeting passed a resolution which was communicated to the affiliated Liberal associations throughout the country, declaring that war was unjustified, and urging Lord Salisbury to seek a peaceful solution of the difficulty. A meeting of the parliamentary group for the promotion of arbitration yesterday adopted a similar manifesto declaring in favor of the government renewing the proposals for a joint commission, or the sending of a special envoy in the interest of peace.

It is understood that Sir Alfred Milner has not yet abandoned the hope that the powerful influences now at work in Pretoria and Bloemfontein may lead to the arrest of the mobilization of troops on both sides and open the door to a pacification.

MACHINISTS' STRIKE.

Four Hundred Quit Work For C. P. R. Because of Winnipeg Grievance.

From Our Own Correspondent.

Vancouver, Oct. 4.—Local machinists of the C. P. R. "walked out" to-day in sympathy with the Winnipeg strikers. The Winnipeg machinists claim that their wages have been gradually reduced when there is no necessity for it, and that they laid their grievance before the advisory labor board, who advised the strike and promised their support. In sympathy with the Winnipeg machinists all the machinists on the system went out, an aggregate of about 400 workers. Unless the strike ends in two or three days, matters will assume a serious aspect.

EARLY DATE FOR THANKSGIVING.

Washington Not Copied This Time—No Troops for Africa—Annual Drill.

From Our Own Correspondent.

Ottawa, Oct. 4.—The government has yielded to the representations of the newspapers and fixed Thanksgiving Day for Thursday, October 19. The uncertainty prevailing in reference to the date of thanksgiving in the United States contributed somewhat to this decision. It is not yet settled whether Thanksgiving Day in the States will be November 23 or 30.

Sir Wilfrid Laurier's announcement that there will be no Canadian contingent for South Africa has created great disappointment.

Mr. Menier, proprietor of Anticosti island, wants to get bees to raise honey on the island, but his request is laughed at here.

The Soulanges canal will be formally opened on Saturday.

The population of Ottawa is now stated at 56,002, an increase of 1,616 in a year.

For the drill season 1899-1900 the following corps in British Columbia are formally authorized to drill as usual at local headquarters and receive 12 days' pay: Fifth artillery, Victoria; Sixth rifles, Vancouver; Rossland, Nelson, Revelstoke, Kasio and Kamloops rifle companies.

A. J. Baxter, late of the Citizen staff, was given a farewell supper to-night by journalistic friends, previous to his departure for Vancouver, where he has accepted a position on the staff of the World.

TOO VENTURESOME BOYS

Trust Themselves in Gulf in Rowboat With Fatal Result.

From Our Own Correspondent.

Vancouver, Oct. 5.—Two boys named Manion and a boy named Crawford Sawyer started in an open rowboat for Howe Sound two or three days ago. Every steamer captain who met the boys warned them back, but they refused to return. They were told a storm was blowing up, but would not heed the warning. The steamer Defiance now reports picking up their rowboat, badly smashed and containing but one oar. It is thought the boys were drowned. The Manions were on the way to visit their mother.

LIKE ANOTHER MERCIER.

Paris, Oct. 4.—The Petite Republique says that reports which have been received at the war office regarding the expenditures of the Madagascar expedition reveal grave irregularities on the part of Gen. Mercier.

HIS CONSCIENCE EASY.

Paris, Oct. 4.—M. Charvay, one of the handwriting experts who gave testimony in favor of Dreyfus at the Rennes court-martial, is dead.

CARPETS, RUGS, ART SQUARES

We show 10 patterns to any other stores one.

Axminsters, Wiltons, Brussels, Riche Velvets, Tapestry, 370 Pieces Carpets, 324 Rugs, 214 Art Squares

UP-TO-DATE GOODS IN EVERY LINE

Above Goods were just received by us in one shipment from the manufacturer.

WEILER BROS, . Victoria, B. C.

Yachting Theorists.

Agree That Cup Contestants Are Too Evenly Matched for Prediction.

Surprise That Shamrock Held—Yacht Thought Invincible in Light Airs.

Lipton Wants Good Breeze for Real Test of Relative Speed.

By Associated Press.

New York, Oct. 4.—The off-racing day was a busy one after all on the two cup racers. Mr. Iselin and Sir Thomas Lipton, however, employed their hours in different ways.

On the Columbia a lot of work was put in. The breeze was good from the southwest to west, too good, Mr. Iselin must have thought, to waste, for he made sail on his boat while it was at its best and went outside. There he tried a new topsail, the fit of which seemed better than the one used on the day of the race. He did not keep his men very long at the task, however, and they were brought in by the St. Michael's which lay within sight of the Hook. There were not many things to be attended to on the Columbia; as a racing craft she is near perfection.

Mr. Iselin remarked to an Associated Press representative to-day: "The Shamrock is a fast yacht, but I do not care to express any opinion on the result of the races. I was particularly pleased with the way the excursion fleet behaved. We were not bothered at any stage of the race."

Sir Thomas Lipton is not worrying over the race one bit. On the contrary when seen this evening he felt confident that his craft would give a good account of herself no matter what kind of a breeze there is blowing. Sir Thomas did not care to make any statement about tomorrow's race except that the Shamrock would carry exactly the same sails as she did in yesterday's race and that her crew would do their best to cross the finish line first. The English challenger is in the best condition for the coming race.

"Sandy," the Columbia's mascot, is the same yellow dog that helped to pilot the Defender to victory. He is well fed, sleek looking and carefully guarded by the steward. The crew is of the opinion that "Sandy" is indispensable to the success of the Bristol boat.

Skipper Charlie Barr is not worried a bit about the result of the races. He sticks to his original assertion that the Columbia is the fastest single sticker afloat and that in windward or any other work she is more than a match for the Shamrock. Sir Thomas Lipton says he wants a good breeze, however, so that the relative speed of the defender and the challenger can be thoroughly demonstrated. He had just returned from a visit to the Shamrock late this afternoon when seen by the Associated Press representative. Sir Thomas spoke about his sail on the grand old schooner yacht America, "the boat that caused all the trouble," to quote him exactly. He says he had a splendid sail around the bay for about two hours and that from the speed the old boat made in the stiff southwesterly breeze he did not wonder that she had "lifted" the cup on the other side nearly fifty years ago.

Sir Thomas received hundreds of cablegrams to-day from all parts of the world congratulating him on the splendid showing his boat made in a light air against the defender. One of them thus: "Tommy don't make room for your Uncle."

Referring to yesterday's race, the Tribune says editorially: Sir Thomas Lipton has the pleasure of bringing over a yacht to America that has done better in sailing in light weather against a cup defender than any racer that ever visited our harbor. The Columbia is practically the offspring of the former Defender, and the latter boat has systematically beaten the far-famed racing machine of 1895.

"The Columbia is an exceedingly fast boat. Yesterday the challenger sailed almost a full thirty mile course against the Columbia and finished ahead. The mere fact that the Shamrock was able to hold the Columbia all day in the defender's own wind should call forth the heartiest congratulations to the owner and designer of the boat and to the Royal Ulster Yacht Club, whose representative she is.

"The Shamrock is a wonderful vessel. Too much stress will not be placed on the fact that in the alternation of luck she happened to finish first. Luck varied greatly yesterday. The two boats exchanged the lead several times. The real cause of the congratulation which is here extended to Sir Thomas Lipton, is that he sailed all day on practically ever terms against the yacht that Americans have been led to regard as almost invincible in light airs. Yesterday's race on a "Columbia day" is sufficient proof, therefore, that the Shamrock has a brilliant future before her. She may not take the cup, but she will certainly come nearer to capturing it than has any other challenger."

The Sun says: "As to where we are on the sea, knowing ones must differ. The Columbia held her own in reaching; that had been expected. On wind times and we should say at most times when the boats appeared to be sailing under like conditions, the Columbia outstripped her rival, so that for the greater part of the beat home, while there was any wind worth speaking of, Columbia hopes were in the lead. On the other hand, the Shamrock now and again moved up in a manner to perplex the critics, inclining in the rival's favor, and there we are. We fancy that it was a sort of trial that both sides found comforting."

London, Oct. 4.—The following cablegram has been received from Sir Thomas Lipton at his London office: "The Shamrock did splendidly. The course was kept clear, and I am afraid that any obstructionists would have had a rough time of it. Arrangements are most complete and satisfactory. I have great hopes for next race, but it will be a tremendous contest."

Among Sir Thomas Lipton's guests tomorrow will be Rear-Admiral Philip, Mrs. Thomas A. Edison, W. Bourke Cockran, Richard Croker, Rear-Admiral Lord Charles Beresford and Lady Beresford, Sir Arnold Morley, Sir Henry Brodette, Hon. Charles Russell, and the Lord Chief Baron of Ireland, Baron Pollas. Rear-Admiral Sampson would have been also, but as he goes to Hampton roads to-morrow it will be impossible. On either Saturday or next Tuesday Admiral George Dewey will be one of Sir Thomas' guests on the Erin. Lord Minto, Governor-General of Canada, will witness the Saturday race from the Erin, and Rear-Admiral Schley has accepted an invitation to be on board next Saturday. Mr. Westinghouse, inventor of the air-brake of that name, will also be a guest on Saturday.

New York, Oct. 4.—Indications at Gaillee are that the wind for to-morrow's match race will be southwest in the morning, veering to the south with indications of going southerly by noon. There will be quite a head sea.

A GROWING TIME FOR QUEBEC.

Citizen Secures Contract to Make Graving Dock the Largest in Canada.

From Our Own Correspondent.

Ottawa, Oct. 5.—It is reported to-night that the contract for the extension of Lorne graving dock at Levis is to go to Thomas Powers, of Quebec, the lowest tenderer. There has been keen competition for the work, as there are not many big federal contracts looking up just at present. The department's estimate is $117,000, but it is said Powers' tender is above this figure. The dock is to be lengthened from 445 feet to 600, or five feet more than the Atlantic graving dock at Halifax, and 120 feet longer than the Esquimalt dock.

EXHIBITS FOR PARIS.

The Canadian commissioners for the Paris exhibition have decided to recommend that the exhibits be sent by regular steamer, instead of by one government vessel, as at first proposed. Neither the Newfield nor the Stanley has sufficient carrying capacity, hence it has been decided to acquire space on a steamship line running to Antwerp, and send exhibits from Antwerp to Paris by railway.

DAWSON TELEGRAPH LINE.

Laurier, Tarte and Sifton have received congratulatory messages from Commissioner Ogilvie on the opening of the Yukon telegraph line.

SCOTSMAN WRECK.

The government will order an inquiry into the Belle Isle disaster, and especially to ascertain whether sufficient notice was given of the change of fog signals.

WESTMINSTER FAIR.

Two Days of Good Attendance—The Firemen's Contest—Toronto Lacrosse Excursionists.

From Our Own Correspondent.

Vancouver, Oct. 5.—To-day was again a day of crowds at Westminster exhibition. The weather cleared up in the afternoon and for the sports the grand stand was crowded while people lined the fences several deep. The attractions were the volunteer firemen's contests and a lacrosse match between the team from Toronto and the Westminsters. The Torontos were again defeated, by a score of 7 to 3. This time the visitors were in fine shape, had their own sticks and uniforms, and comfortable quarters to dress in, but they proved themselves no match for the home team.

In the firemen's sports Rossland won the dry test, with Kamloops second; Whatcom the wet test, and Rossland the speed test.

The baseball match between Victoria and Vancouver yesterday resulted in a win for Vancouver by a score of 16 to 13. The turnstiles show the record attendance of 5,700 on the fair grounds on Wednesday.

W. A. Young, manager of the Hamilton Powder Co., Nanaimo, registered at the New England yesterday.

WORRYING AMERICANS.

Insurgents Re-occupy Posts Recently Abandoned—Didn't Want the Captured Gunboat.

Manila, Oct. 4.—Rear-Admiral Watson announces the recovery of the United States gunboat Urdaneta, which was captured and beached by the insurgents after a fierce fight near Orani, on the Orani river, where it had been blockading under Cadet Welborn G. Wood. The expedition was entirely successful, the Americans suffering no casualties.

Several hundred insurgents have re-occupied Porac, which was captured by Gen. Macarthur on September 23 and evacuated by the Americans the following day. The insurgent forces are also reported moving towards Mexico, southeast of Angeles. The object of the double movement is apparently to get behind the American garrison on both sides of the Manila railway.

YACHTS OUT OF LUCK.

Second Failure to Do the Course—They Quit Again on Even Terms.

New York, Oct. 5.—Again to-day the multitude who went out to sea to watch the contestants for the international yachting championship of the world, returned disappointed, as the trial to-day was in some respects more of a fluke than that of Tuesday. It was a drifting match almost from start to finish. Crossing the line with a breeze of five knots an hour, it never blew more than six, most of the time less than three, and part of the time not a breath of air was stirring. After sailing four hours and forty-three minutes, the yachts having covered only twelve miles of the course to the outer mark, the regatta committee declared the race off.

While the wind held astern, the Columbia steadily outfooted her rival until she was fully a half a mile ahead, but in the shifting, baffling winds that followed during the last three hours, the Shamrock gradually worked her way up, until when the race was declared off the two boats were about on even terms. Shamrock perhaps half a length ahead, but so close was the Columbia that Capt. Bar could have thrown a biscuit to the foreigner.

The only lesson learned by the nautical sharps from to-day's trial is that in light weather conditions the Columbia is superior in running and tacking, and the Shamrock better in beating.

SIR WILFRID'S APPREHENSION

That His Allies in Ontario and Manitoba Are Doomed to Early Defeat.

Halifax, Oct. 5.—(Special)—Sir Charles Tupper spoke at a political picnic yesterday at Berwick. He expressed the opinion that a general election was near, and said that the Laurier administration, fearing the downfall of the Hardy and Greenway governments, must bring on an election before this was possible, or perhaps on the same day these allies go to the people.

Heavy rain spoiled the attendance at the exhibition.

SENSATIONAL KILLING

By Ex-Lieutenant-Governor of Idaho of Oregon Short Line Chief Engineer.

Salt Lake, Utah, Oct. 3.—Ethan Mills, ex-lieutenant in the volunteer engineer service and ex-lieutenant-governor of Idaho, this afternoon shot and instantly killed Chief Engineer Melviney of the Oregon Short Line, in the latter's office in this city.

VISITING CRICKETERS.

New York, Oct. 4.—Prince Ranjitsinhji's team of cricketers began a game against 16 New Yorkers on Staten Island to-day. The Prince, who contracted a heavy cold at the game in Philadelphia, was unable to take part in the match, and in his absence A. C. MacLean acted as captain of the Englishmen. New York's total was 149. When stumps were drawn for the day the Englishmen had 173 for the loss of three wickets.

TRADERS IN SILVERWARE.

Albany, N. Y., Oct. 4.—The Niagara Silver Co., of Niagara Falls, to manufacture, purchase and sell silverware, silver-plate ware and goods and wares of other metals, with $600,000 capital, was incorporated here to-day. The directors are James L. Morrison and Samuel J. Moore, of Toronto; William A. Jameson, of Niagara; R. Lee and William Carlyle, of Buffalo.

JOKE ON MR. FISHER.

Prohibition Minister Slated for the Whiskey Department at Next Cabinet Shuffle.

Toronto, Oct. 5.—(Special)—The World has an interesting rumor that Hon. John Dryden will enter the Ottawa cabinet as minister of agriculture, Sir Henri Joly to retire and Hon. S. Fisher to take the inland revenue department.

Winnipeg, Oct. 5.—Sir Henri Joly is here en route east.

TANDEM PACED MILE.

Brockton, Mass., Oct. 3.—Ben Munroe, of Memphis, and Charles McCarthy, of St. Louis, broke the national professional tandem-paced record for a mile today, in 1:37 3-5. The previous record, held by Butler brothers, was 1:45.

ROYAL YEAST

IS NOW SOLD IN 5c. PACKAGES ONLY.

TWO 5c. PACKAGES CONTAIN 12 CAKES OF YEAST.

ONE 10c. PACKAGE ONLY CONTAINED 11 CAKES.

QUALITY OF ROYAL YEAST IN BOTH SIZES IS EXACTLY THE SAME.

E. W. GILLETT,

LONDON, ENG. CHICAGO, ILL. TORONTO, ONT.

Party Men In Council.

All Districts Well Represented at the Second Conservative Convention.

Address by Sir Mackenzie Bowell a Feature of the Opening Day.

Ex-Premier's Timely Reference to Liberal Neglect of This Province.

From Our Own Correspondent.

New Westminster, Oct. 5.—The Liberal-Conservative convention, which opened in the opera house, was thoroughly representative of the province and of a most enthusiastic and amicable character. No less than 139 delegates were on the list. There were from Chilliwack 6, Sumas 2, Vernon 4, Revelstoke 8, Kaslo 4, New Denver 1, Sandon 1, Port Moody 2, Richmond 7, Vancouver 33, Westminster 26, Kamloops 5, Rossland 5, Burnaby 2, Nakusp 1, Kelowna 4, Victoria 20, Nanaimo 2, Silverton 1, Comox 1, Golden 1, Delta 1, Boundary Creek 2. Letters were read from Dr. Lindsay, of Bennett, and C. S. Tingley, Ashcroft, expressing sympathy with the union and saying that the Conservatives of those sections would abide by the results of the convention. A noteworthy feature of the attendance was the presence of five former members of the Dominion cabinet—Sir Mackenzie Bowell, Sir C. H. Tupper, Hon. T. M. Daly of Rossland, Hon. E. G. Prior and Hon. Edgar Dewdney, while the members of the provincial house present included Messrs. Helmcken and McPhillips, Victoria; McBride, of Dewdney, and Green, of Kaslo.

Dr. H. Wilson, of Vancouver, presided, and C. J. South acted as secretary.

The morning was largely taken up in looking over credentials and in the reading and adoption of the minutes of last year's meeting.

The customary preliminary resolution was adopted, pledging the delegates to abide by any resolution carried by the majority.

A committee will be appointed to draw up resolutions to present to the meeting for discussion. The feature of this afternoon was an address by Sir Mackenzie Bowell, who received a tremendous ovation upon making his appearance, the delegates rising and cheering him heartily as he walked up to the platform. The ex-Premier was formally welcomed by Col. Prior, and at the urgent request of the meeting made an address. He noted the presence of four of his old colleagues in the Dominion cabinet, and amid applause pointed out the difference between the Conservative government, which had recognized the importance of giving British Columbia representation in the cabinet, in contrast with the utter neglect of the province by the Laurier administration. He spoke of the progressive policy which the Conservatives had inaugurated as compared with the Liberals, who were now trying to claim credit for the great works the Conservatives had carried out. He advised the Conservatives, in the words of Daniel O'Connell, to "organize, organize, organize," and at the next general election they would surely send a solid phalanx of six from British Columbia to Ottawa. The present Liberal members from British Columbia, he pointed out, are not really in accord with the government, for it is easily seen that they think one way and talk and vote another, because they are simply partizan. He devoted some time to defending the actions of the Senate. He had been told by Mr. Jaffray, of the Globe, that he (Sir Mackenzie) did not dare to show his face in British Columbia after his action in the Senate on the Yukon railway affair, "but," said Sir Mackenzie, "when I've formed my opinion as to what is right, I am not afraid to express it." It was not true that the Senate's action had been inspired by political motives. The Conservative members of that body had been actuated by what they thought best for the country, irrespective of party. He instanced the stand taken in the Drummond County railway deal and the bargain with the Grand Trunk, by which the Senate had saved the country hundreds of thousands of dollars, as admitted within a year. The Laurier government have violated every pledge they made before the election. They promised free trade as it was in England previous to the election, and though he respected an honest free trader, he could not express too great contempt for people who say they will do something and then do the very opposite. He wondered if the ministers who were speaking in Victoria to-night would give any explanation of why the country was so prosperous. The real reason was because the Liberals had violated every principle they had professed before the election. If free trade had been introduced it would have ruined every industry. He touched on the recent revelations of astounding Liberal corruption at elections, and the Liberal extravagance in office, and predicted demoralization in the politics of the country unless the people unmistakably mark their disapproval of the catch vote tactics of those now holding office. Sir Mackenzie pronounced against free trade, saying that he was more than ever confirmed in his views that, though free trade in England is all very well, yet in a new country situated as Canada is, it would be as great a mistake as to set a child of 10 to manage a farm or a mine. He spoke of the wonderful progress Canada had made in agricultural products, so that now Canada's beef, cheese and butter stood high in the estimation of the English market. He was amused to see that the Liberals had the impudence and audacity to claim that this agricultural progress was due to them, and no doubt Mr. Fisher would claim that to-night in Victoria. Sir Mackenzie's vigorous speech was greeted with great applause.

DEWEY TAKES HOLDIAY.

Washington, Oct. 4.—Secretary Long to-day issued an order to Admiral Dewey, detaching him from the Olympia and directing him to haul down his flag. This action was taken at the request of Dewey, who desired to be relieved of the responsibility of taking the vessel to Boston, where she will be extensively repaired at the navy yard.

Dies From His Injuries.

The Victim of Saturday Night's Assault Expires at the Hospital.

'Mike" Powers' Death Provides a Second Mystery for Police Solution.

Reward of Five Hundred Dollars Offered for Arrest of the Assailants.

Instead of one, the city police have now two cases of mysterious homicide upon their hands, each of which promises to tax their utmost skill in the unravelling. With the horrible murder of Mrs. Bing yet unsolved, the officers of the law are now called upon to bring to justice the two men whose assault upon Mr. Michael Powers on Saturday night resulted in that gentleman's death at the Jubilee hospital yesterday.

The fatal termination of the strange affair was in a measure entirely unexpected, and therefore comes as a completer shock to the community. Mr. Powers was believed to have escaped really serious injuries through the breaking of a towel which with a number of broken stones had been made into a crude but decidedly dangerous weapon. The side in which he had been kicked repeatedly before the opportune arrival on the scene of the hackman Birnie, at which his murderous assailants took alarm, gave the patient the greatest pain; and it is believed that the internal injuries from the kicking—or his fall under the attack—eventually caused death.

This will of course not be determined authoritatively until the coroner's inquiry, which will be held at 4 o'clock this afternoon, when Dr. Frank W. Hall will give the expert testimony.

The injured man himself did not for a moment anticipate a fatal termination of his injuries, not even when as he grew rapidly worse yesterday morning his removal to the Jubilee hospital was ordered by the attending physician. The police being notified of this change in the patient's condition, Chief Sheppard and Magistrate H. G. Hall later in the day called upon him at the hospital for the purpose of receiving his deposition as to the circumstances of the attack upon him. He then appeared quite cheerful and expressed entire confidence that he would recover, under which circumstance the deposition could not legally be taken.

At 2:45 death came.

It now becomes the duty of the police to fasten the manslaughter upon the two men who apparently had lain in wait for the returning saloon man; and with deliberate intent either to rob or murder him, or both, attacked him at his own gateway.

In this case the detectives have at least a working start, for they will endeavor to locate the suspicious man who called at the house at ten o'clock or thereabouts on Saturday evening, asking if Mr. Powers lived there and when he was expected home. As the woung woman who answered this visitor's ring carried a lamp to the door and the light shone full upon the caller's face, she is able to give a fairly reliable description.

Suspicion has thus far fallen upon but one man—a man whom Mr. Powers had befriended not many months ago when he was in trouble that brought him into the criminal courts. Instead of recognizing the kindness of his benefactor this fellow is known to have threatened to "get even" with Mr. Powers for a fancied grievance—and even to have said that he would get back a certain hundred dollars that was the basis of their misunderstanding if he had "to knock him down and take it from him."

Luckily for this man he is at present out ,sealing, and thereby establishes an effective alibi.

In connection with the location of men answering to the available description of Mr. Powers' assailants, it is said that two men who filled the bill to a nicety, both as to general appearance and clothing, left Victoria by the Utopia on the morning after the assault.

The police of Seattle were wired to with a request that they be detained; but the answer came back that the steamer had discharged her passengers before receipt of the message, and the suspected duo could not be found in the Sound city.

A reward of $500 has now been offered by the provincial government, and it is hoped that this will stimulate the search by outside officers—the home departments being certain to exert themselves to the utmost, even without this additional incentive.

The victim of the terrible affair was widely known throughout British Columbia, having lived here for many years. He was a native of Springfield, Mass., where a mother and two sisters still reside, and was forty years of age or thereabouts. Shortly after coming to Victoria he became associated with Mr. John B. Johnston in the saloon business, after the dissolution of this firm taking the Brown Jug at the corner of Government and Fort streets on his individual account, and ultimately making this resort celebrated. The Brown Jug being purchased by Mr. J. B. Simpson, Mr. Powers recently secured the Garrick's Head from his old partner Johnston, and was making this one of the popular places of centre town at the time of his tragic death.

JOHANNESBURG DESOLATE.

City of Gold and Dirt Well Nigh Ruined by the Expectation of War.

Correspondence Toronto Globe.

Johannesburg, Transvaal, Aug. 26.—Johannesburg, as the head centre of the present crisis in South Africa, must command a large share of public attention throughout the world. By its wealth, its influence and its indefatigable agitation, it has brought about a state of affairs which threatens to shake the South African Republic to its foundation, and it is prepared to continue in this line until a settlement of its grievances is effected. The state of public feeling in this city for some months past has been one of intense and unabated excitement, and there has been practically a suspension of all but absolutely necessary business. For weeks past, it is estimated, between 100 and 200 people have left the city daily, and all who could possibly do so sent their families to the towns along the coast in the Cape Colony and Natal. In fact, it may be said at the present time that Johannesburg is in a state of dissolution. The rent roll of the city has decreased by half a million pounds, there are rows of empty stores, and there are said to be fully 2,000 empty houses in the city. Splendid mansions that were the homes of wealth and patronage are deserted; there is no longer liberty or safety here for the men of means and influence who have given voice to the grievances of the Uitlander population, and they and their families are gone. There is real and pressing distress in Johannesburg now, and the people of the "Golden City" are being tided over the crisis by the charity of the white population of South Africa. It is announced this day (August 26) that there are 1,676 men, women and children subsisting solely on the money and material received from the various relief societies. But during its brief existence Johannesburg has ever been the abiding place of strife and uncertainty. This crisis, the Uitlander hopes, will be the last one, and when the settlement comes, by whatever means, there will be good times in Johannesburg, and such a boom as has not been seen since the discovery of the gold reef.

A CITY OF CONTRADICTIONS.

The appellation, "the City of Gold," given to this, the foremost city of South Africa, presents a strange mixture of truth and anomaly. But Johannesburg is a city of surprises, a city of contradictions. The best maps of South Africa, issued some twelve or fourteen years ago, do not indicate the existence of this city; in fact, at that time there was not a single hut erected on the whole wide range of the Witwatersrand. Following the discovery of gold and the enormous influx of population from every land, there sprang up with a rapidity scarcely before equalled the mushroom city of Johannesburg. At the zenith of its prosperity the white population numbered close on 100,000. The cosmopolitan character of this community may easily be imagined. It would appear that almost every nationality and color under the sun was represented in the rush to the new Eldorado. In this respect Johannesburg has not changed. The street scenes present a strange mixture of color, and there is still to be heard a bewildering "confusion of tongues." But in other ways there are sad changes. The oldest inhabitant, and he need not be of patriarchial appearance in this young city of young men, relates with a sort of morbid pleasure how in the "boom days" money flowed like water, champagne was the popular beverage, workmen could scarcely be had at any wages—all were on the share market gambling in mining stocks, and all were making money. It is related of one of the present millionaires of Johannesburg that at that time he was a clerk in the office of Barney Barnato. He managed to pick up some useful information and took full advantage of it. One day he came hurriedly into the office, leaving the door open behind him. Barnato called roughly to him to shut the door. "Shut it yourself," was the answer; "I have just made £60,000." But that time is past, and the share market is now purely a rich man's game.

POVERTY HAS COME.

Poverty has come to the Golden City. Here in Johannesburg it was at one time the boast that there were no poor. The last two winters in Johannesburg, for the first time in the history of South Africa, the soup kitchen has been an absolute necessity. Therefore, when it is recalled that about twelve years ago the building of this city had scarcely been begun, that since then its population has bordered closely on the 100,000, almost every individual member of which was apparently on the highway to fortune, that it has become as powerful in its influence as the state within whose borders it stands, and that at the present time hundreds of people are kept from actual starvation only by charity—when all this is borne in mind it will be seen that Johannesburg has had a very remarkable career. But it is still the City of Gold. The mines seem inexhaustible, and many of them are paying dividends ranging from 100 to 200 per cent. The output of gold continues to increase with the publication of each month's returns; and yet the "deep levels" which are looked to to maintain the Transvaal in its position as the leading gold producing country of the world can scarcely be said to have commenced crushing ore yet.

Were the streets of Johannesburg paved or cared for in any way, and an efficient system of sewerage inaugurated, it would be a tolerably comfortable and healthy place to live in. But the streets are as nature provided them, and the dust storms—the bane of Johannesburg—are so dense at times that it is impossible to see across the streets. "Come in; closed on account of dust" is a familiar card on shop doors. The sewage of the city simply runs as best it may along the side of the streets, and in places gathers in stagnant pools. This is not nice, and it is not healthy, consequently contagious diseases are very prevalent and the Golden City might also be called a second "City of Smells."

A BEAUTIFUL SITE.

The site occupied by Johannesburg is very fine. The residential sections are elevated, roomy and healthy. Though there is little indigenous vegetation, the blue gum and wattle trees of Australia have been transplanted with great success ,and flourish in rich and shady luxuriousness along the suburban streets. Many of the residences to be seen are, in extent, and beauty, all that favorable situation and great wealth can make them. The climate is very fine; as the altitude of Johannesburg is 6,000 feet above the sea there is no excessive heat, and the nights are delightfully cool even in midsummer. In winter there are heavy frosts, and from one of the accompanying illustrations it will be seen that this particular specimen of "Afric's gushing fountains," is frozen up.

INTERESTING STREET SCENES.

The street scenes are full of interest and full of variety. In a walk of ten minutes one may see the national garb and hear the language of almost every country in the world, and meet a different complexion at each turn. The rich Indian merchant and the coolie hawker of fruit and knick-knacks have not set aside the turbaned head-dress and the long flowing garment of their Indian home; the indolent Turk lolls in the doorway of his little store in Turkish raiment, and puffs contentedly at his long "hookah" pipe; the Chinaman potters about in wooden shoes and with flowing queue; the women from Malay, always in groups of three or four, with heavily laden fruit baskets poised on their heads, still wear only the winding garment of their native land—feet bare, toes and ankles bejewelled, and silver ornaments in ears and nose. And the lordly Kaffir, in many different shades, lazy, comfortable and happy, is of course ubiquitous. The jinrickshaw, as a method of street travel, is comparatively new in Johannesburg, but is growing daily in popularity. The "ricksha boy" is here to stay. He is generally a splendid specimen of the Zulu, tall, powerful and fleet of foot. He is full of animal spirits, and prances and leaps along the street in a manner that would do credit to any noble steed. The "ricksha boy" is decidedly fantastic of garb, and his woolly head is generally adorned with a large pair of wings attached to his shoulders, which he flaps about in a most amusing manner.

"He has rings on his fingers and bells on his toes,
And now we have music wherever he goes."

THE MORNING MARKET.

The morning market of Johannesburg is one of its greatest institutions. The Boer farmers "trek" here with their produce from the most distant parts of the Transvaal, and even from the neighboring Orange Free State. The previous evening they commence arriving in order to secure good situations on the market square, and all through the night the rumbling of the heavy wagons may be heard. These great canvas-covered vehicles are usually drawn by fourteen or sixteen oxen, led by a Kaffir picknaninny, while the Boer farmer and his family either struggle along in the rear or occupy the canvas tent at the back of the wagon. Just at sundown each evening one may see coming over the hilly veldt "inspanned" ox teams in long array, the "inspanned' 'ox teams and heavy tented wagons of the Boers. Therefore, each morning, when all the different classes of people who visit the market commence their daily bartering, the place presents, for variety of race and color, a scene difficult to surpass.

Johannesburg has had a very hard time during the past few years, and today, with war apparently inevitable, the prospect is still gloomy. But whatever the future may have in store for it—even though, as feared, it be totally destroyed in the event of a declaration of war—there is too much wealth and enterprise and energy among its people to permit of any other opinion than that the "Golden City" will soon regain its position as the premier commercial centre of South Africa.

H. V. F.

BUSY FREIGHTERS.

The Oscar Under Numerous Engagements—Coal For German Man-of-War.

Steamer Oscar is on the Fraser freighting salmon for the British bark River Falloch, now receiving cargo at Steveston. She will remain on the river until Friday evening, when she proceeds to Union for a load of clay and coal for Victoria. After discharging cargo the steamer will load 150 tons of ore from the Mount Sicker mine for Tacoma. On her return from the Sound she will call at Lummi island for 3,000 cases of salmon which with 3,400 cases she brought to Victoria last week is in transit to the United Kingdom. The freighter Selkirk is also a busy boat in late days, being now employed carrying coal from Departure Bay for the German man-of-war at Vancouver. The never idle packet of the C. P. N. fleet is at present at Comox receiving coal.

Quick Trip From Dawson

Dr. G. L. Milne Back From the Great Klondike Mining Camp.

Telegraph Line Completed and the First Batch of Business Sent Out.

Dr. G. L. Milne reached home yesterday morning, just thirteen days from Dawson, and that, too, despite the fact that he was taken past here by the steamer City of Seattle on Tuesday, and had to spend a full day in the Sound City. This is pretty fast travelling, particularly at this time of the year, when the water is low in the river. Victoria, the Doctor says, is a heavy loser through not having additional fast passenger steamers on the Northern run. Passengers coming out make a point of catching any fast steamer, even if going right through to Seattle. While Victoria merchants are getting a good share of the Northern business, the men with gold are not coming here. This is a matter, he thinks, which the Board of Trade and council might take up this winter.

The weather was getting cooler when he left Dawson on September 21, but it was still fine, with only occasional rains. The miners were preparing for the winter's work, and laborers were in demand at $1 an hour, for men willing to work in the mines, and $10 a day for teamsters. These wages, Dr. Milne believes, will go higher, as there were not too many laborers in Dawson, and a large number of people were going to Cape Nome. He saw 350 people, men and women, go down on one steamer. The necessaries of life were much cheaper, and the market was well supplied. He believed there were 3,000 tons of goods en route that would not reach Dawson until spring, most of this being machinery.

As to next year's output, Dr. Milne thought it would be greater than this year's. A great deal of machinery is already on the ground to work the placer mines, and in the spring several hydraulic plants will be at work.

Considerable work is being done on the government roads, under the supervision of Mr. Tom Kains, late surveyor-general of British Columbia. Like Mr. Kains, most of the Victorians seen by Dr. Milne are doing well, but two of them, Alex. Cameron and Mr. R. A. Cunningham, are down with typhoid. There is not as much sickness there as formerly, the town being well drained.

Skagway and Dawson were connected by wire on September 28, a telegram having been received at Bennett while the Doctor was there, telling of the completion of the line. The Seattle brought down the first batch of business, including a telegram from Mr. Charleson, superintendent of construction, to the Minister of Public Works, Ottawa. The Atlin line is also nearing completion.

The Dawson Warehouse Company has commenced work on Dawson's first brick building.

MACHINISTS DISTURBED.

Winnipeg, Oct. 3.—It is rumored that a general strike of machinists on the C. P. R. from Fort William to Vancouver will be ordered at eleven o'clock tomorrow.

C. P. R. AUDITORS.

Montreal, Oct. 3.—H. L. Penny has been appointed general auditor of the Canadian Pacific Railway; John Leslie, auditor of disbursements; A. A. Goodchild, assistant auditor of disbursements, and C. R. Black, auditor of agencies.

TRAFFIC RETURNS.

Montreal, Oct. 3.—Canadian Pacific traffic receipts for the week ending September 30 were $852,000; for the same week last year, $757,000.

Crown Close Their Case.

Another Day's Evidence In Regina vs. Union Colliery Company.

Defence Call Witnesses to Show That Proper Care Was Exercised.

The Nichol libel case bobbed up again yesterday at the opening of the assize court, Mr. Langley for the defence, who was advised by His Lordship on Wednesday that the case would not necessarily come before the Chief Justice as counsel contended but would come up at the present session, unless some other arrangement was made, asking that a day be set for the trial. This Mr. Justice Walkem said he could not do.

Then the case of Regina v. the Union Colliery Co. was called but a short delay was caused by the non-arrival of Mr. H. P. Bell, the advising engineer for the company. The crown closed their case in the morning, their evidence being almost entirely on the points as to the condition of some timbers produced in court, and said to have come out of the bridge, and length of the life of Douglas fir.

The defence opened their case, calling witnesses to show that due care was taken to see that the bridge was kept in proper repair and that the accident must have been caused by some unusual occurrence.

Chief Justice Tuck of New Brunswick occupied a seat on the bench during part of the session.

Daniel Hatton was the first witness in the morning. He had been working on bridges off and on for about ten years as a carpenter and foreman. In witness' opinion the life of a bridge such as the Trent river bridge would last about eight years. It might not rot in that time but it might lose its life. It would become brittle. Witness had never worked on the Trent river bridge, but had passed over it. The span was not an unusually long one.

Witness explained the construction of a Howe truss bridge, pointing out the different parts on a photograph.

After the accident witness examined the wreck of the bridge. Some of the cords were pretty badly rotted. The right lower cord was broken in two different places and the left lower cord was also broken. The right and left upper cords were fractured. The piece produced in court was part of the right lower cord. The wood was partially rotten. The lower cords were in worse condition than the upper ones. In his opinion the bottom cords drew apart. The wood had been tested before the accident by boring it. The wood at the bottom of the test hole in the piece produced was rotten. The bridge was not painted.

To Mr. Pooley.—The diagram produced I made some time after the accident. It was not entirely from my own measurement, some of the timbers being sawn up. I first worked on railway bridge work in New Jersey, working there six months. I also worked on the E. & N. but cannot say how long. On the Jersey line I was employed repairing trestles and on the E. & N. on trestles and Howe truss bridges. It was in 1896-7 that I worked on the E. & N., helping to take down the old Nanaimo river bridge and put up the new one. I worked simply as a framer on that, the Chemainus and the Koksilah bridges. I understand the principle of a Howe truss bridge. It is a truss built to carry the weight to the abutments. At the coroner's inquest I said I could not explain the principle of a Howe truss bridge. I do not consider that I gave evidence to-day on it. I have seen timber that I had been told was in seven or eight years and which was rotten. There was nothing wrong with the Trent river bridge when I crossed it. The sample pieces of wood produced were not the worst pieces.

Mr. R. H. Elliott, contractor, had experience in building road bridges and had worked on Howe truss bridges. He had been on Vancouver Island for 24 years and was of opinion that Douglas fir would last eight or nine years in an exposed, unpainted bridge. After that time the wood lost its life and would not carry the same strain. He examined the cords from the Trent river bridge. In some bridges there were but three leaves in a cord, while in the Trent river bridge there were four leaves. There was some rotten wood in the cords where they were cut; just small rots. Where they broke there was more rot, the lower cords being the worst. He could not say whether the rot would render the bridge unsafe. The cord produced showed that it had broken by a strain. There was a test hole in the cord. It went through rotten wood, but of course he could not say whether it was rotten when the hole was bored.

To Mr. Duff—I could not say what strain the cord would bear. When a cord shows signs of rot I call it unsafe. I never saw the bridge before I went up to examine the timbers. I have taken down road bridges eleven years old, which were not very bad and eight years old bridges that were very bad. The life of timber depended upon the time it was taken out. Timber taken out in winter would last longer. A bridge properly repaired and taken care of would last more than eight or nine years.

Mr. Geo. A. Keefer, C.E., was next called. He told of his experience in building railway bridges on the C. P. R. and inspecting and maintaining them. Ordinary supervision of a bridge was sufficient for the first four or five years but after that the timbers should be looked after. A bridge built of Douglas fir would last eight years and certainly not more than ten years.

The witness explained the construction of a Howe truss bridge from the plan of the Trent river bridge.

Continuing, Mr. Keefer said the piece of cord produced was rotten and unsafe. After eight years timber lost its vitality and could not be depended upon. There was no tensile strength whatever in rotten timber and it would break without warning.

To Mr. Pooley—If the bad members of a bridge are renewed after eight years, the bridge would last longer. The braces having been replaced and the cords found good, there is no reason why the bridge would not last longer. Dry rot might very easily escape notice and the only way to find it was by boring. I understand the factor of safety in the Trent river bridge was 19. The factor of safety is to cover any defects in the timber but would not cover rot.

To Mr. McLean—If I was an inspector and found timber such as that produced I would condemn the bridge if it was a passenger road. The first few years a yearly inspection of a bridge would be sufficient; from six to eight years the timbers should be examined and after eight years the bridge should be closely watched.

To Mr. Pooley—If the timbers were found sound and the deflection was slight the bridge might be considered safe.

This concluding Mr. Keefer's evidence, the court adjourned until 2 o'clock.

AFTERNOON SESSION.

There was another delay in starting the afternoon session, a juryman having understood that the adjournment was until 2:30. When the court did open, Mr. McLean, the deputy attorney-general, announced that his case was closed.

Hon. C. E. Pooley, Q.C., in opening for the defence said he would not address the jury at an great length at that juncture, merely putting before them the facts that he proposed to prove and reserving the longer address until the close of the case. The charge upon which the defendants were arraigned was a novel one for this province, being the first time that a case of the kind had been brought before the courts of British Columbia. The Union Colliery Company were charged with negligence in that they had not kept in proper repair the Howe truss bridge over the Trent river. The only evidence that the crown had produced was that the bridge had collapsed and where it had broken there was some rot in the timbers. It was the duty of the defence to show to the jury that the bridge was properly looked after and repaired. He would show that in October, 1897, the bridge was repaired and something like 50,000 feet of new timber put in it; that on June 16, 1898, it was inspected and found to have but five-eighths of an inch deflection and that on August 9, eight days before the accident, it was again inspected and found to have a deflection of but three-quarters of an inch, a mere nothing. On the latter occasion it was "screwed up." In October, 1897, new braces were put in and the company did all they knew to keep it safe and sound. The company was just as anxious as individuals to prevent accidents of the kind, it being a very serious matter for them and besides, as men who had been on directorates of companies knew, directors felt disasters of the kind very keenly. It was not at all likely that for the want of a little precaution and care a company would allow their property to get into disrepair, on the contrary they used every precaution to prevent accidents of the kind. Negligence was described as follows by eminent authorities:

"Negligence is the absence of such care, skill and diligence as it was the duty of the person to bring to the performance of the work which he is said not to have performed."—Wills, J., in Grill v. General Iron Screw Collier Company, 35 L.J.C., 330.

"Negligence is omitting to do something that a reasonable man would do or doing something what a reasonable man would not do."—Alderson B., Blyth v. Birmingham Waterworks Company, 25 L. J. Ex. 212.

Continuing Mr. Pooley said he would show that the company had done everything that a reasonable person would do, observing care and diligence.

The first witness for the defence was Mr. W. G. Pinder, engineer for the Esquimalt & Nanaimo Railway Company, and who prepared the plans for the Trent river bridge from the designs used on the C. P. R. He had been with the E. & N. Railway Company since 1884. The bridges over the Nanaimo river and Mill Stone creek were built on the same plan as the Trent river bridge. The Nanaimo river bridge stood from 1885 to 1896 and the Mill Stone bridge from 1886 until 1895. Both were constructed of Douglas fir. The Koksilah river bridge was built of the same fir in 1886 and stood until 1897; the same was the case with the Chemainus river, War creek and Goldstream bridges, all of which were built of Douglas fir and stood for eleven years. These bridges were used every day, an average of three trains passing over. The timbers from these bridges when removed were in about the same condition as the timbers from the Trent river bridge.

To Mr. McLean—I cannot tell what weight a rotten cord will carry. I could not tell what portion of the old Nanaimo river bridge was rotten, the sections having been separated. The cord produced was rotten and it would not be safe to run a train over it. I agree with Mr. Keefer that a careful examination of old bridges is necessary. The Trent river bridge was erected in the summer of 1888 and completed about the end of September of that year. I superintended the construction of the bridge but have never made any examination of it. The span was not an unusually long one.

To Mr. Duff—The Howe truss spans across the Koksilah and Chemainus rivers are longer than the Trent river span. A bridge expert could compute the carrying capacity of the cord in court.

Peter Bugster, a bridge carpenter of nineteen years' experience on Canadian and American roads, said he had framed the Trent river bridge. The timbers were good, being secured at Comox and Chemainus. The Nanaimo river and Mill Stone creek bridges were built on the same plan. When the Nanaimo river bridge was taken down there were some timbers as bad as that produced in court taken out. The E. & N. bridges were examined every month. It was not always possible to detect rot while bridge was standing. He went to Trent river the day after the accident and examined the wreck. He found a broken axle in some timber. Some of the truss rods were broken, one of the trestle piers was pushed eighteen inches out of place and the trestle was also out of place. He saw the timbers, and the one produced was the worst of them. The rot in the timber produced in court would not cause the accident. In his opinion the broken axle had carried away two bents, that this had shifted the pier and the span had fallen.

Mr. Pooley explained that at the time of the coroner's inquest they did not know of the existence of this broken axle and they were unable to account for the accident. Their argument now, however, was that the broken axle got between two bents and forced the span out of place.

Continuing the witness repeated that a broken axle might have caused the accident. The piers at the wharf end were in good order.

To Mr. McLean.—The axle could have been broken in the fall. Breaking on the trestle the train would be jarred but the men on the train might not feel it, as the jar and crash might have come together. Some of the ties taken out of the wreck were torn.

Mr. W. P. Pinder was recalled and stated that it was after the inquest, at least a fortnight, that the last witness told him of the finding of the broken axle.

Mr. F. D. Little, manager of the Union Colliery Company, examined the wreck after the accident. The bridge was overhauled in 1897, new braces, posts, stringers and ties being put in, and the cords were tested by boring. The truss rods were also tightened. That was done by McLaughlin, the bridge carpenter. Mr. J. L. Wark, superintendent of timber work for the company, was present. They reported to him that the bridge would stand until the summer of 1899. In June and on August 9, 1898, the bridge was again examined and inspected by witness' instructions. Mr. Wark had since died. He reported to witness that there was a deflection of three-quarters of an inch in the bridge. A contract had been let a week before the accident to build piers for a new 70-foot span, the inspectors having reported that the bridge would be good for another year. Witness travelled over the road frequently and took friends over the road. He had thorough confidence in the report of the inspectors.

To Mr. McLean—The bridge was not inspected by an engineer but by competent bridge carpenters. There was a slight discoloration in the wood at the end of the borings but the rest of the wood was good. This was in October, 1897. The cords were also bored in 1895 and no rot found. The tests made after October, 1897, were by deflection.

At 4:30 the court adjourned until 10 this morning, Mr. Pooley announcing that his next witness would be a very long one.

A SMART CAPTURE.

Overcoat Thief Apprehended in Short Order With His Plunder Still in His Possession.

To Police Constable Conlin of the city force belongs the honor of making a smart capture of a man of whom more may be heard later on—although possibly not to his advantage.

A light overcoat belonging to Mr. H. Carmichael, the government assayer, had been stolen from the lobby of the provincial mineralogical department, in rear of the provincial parliament block, and from the description given of a suspicious character seen about the premises, Conlin suspected a so-called doctor known as W. L. Rupwurm, who has picked up a few dollars now and then about town as a pianist in the after-dark resorts.

This suspect was found sleeping in his cabin—one of the Lawson row on Humboldt street. The missing coat was there in evidence, and on Rupwurm's person was a check that had been in the pocket, besides a number of Mr. Carmichael's letters, and a little money.

A twenty dollar bill that had also gone with the coat had been changed at a near-by saloon by the prisoner, who was promptly escorted to the lockup.

The theft occurred at between 10 and 11 in the morning, and by 3 o'clock the case had been practically closed—with sufficient circumstantial evidence to convict in any court.

It is expected that between 150 and 200 members of the Canadian Ticket Agents' Association will visit Winnipeg for the annual convention, to be held on Oct. 10.

Arbitrators Compromised

Were Far From Being of One Mind on Venezuela Boundary.

Present Disorders in Venezuela a Factor Influencing the Decision.

By Associated Press.

Paris, Oct. 4.—A representative of the Associated Press had a conversation this evening with Justice Brewer of the United States Supreme court, regarding the award of the Anglo-Venezuelan arbitration tribunal, by which it appears that the deliberations of the court did not proceed smoothly and with the spontaneous unanimity of approval that the award would lead one to believe. Justice Brewer in reply to a question said: "Until the last moment I believed a decision would be quite impossible, and it was by the greatest conciliation and mutual concessions that a compromise was arrived at. If any of us had been asked to have given an award, each would have given one differing in extent and character. The consequence of this was that we had to adjust our different views and finally draw a line running between what each thought right."

Being asked whether political considerations influenced the award, he said he could not admit that, as such an admission would reflect on the judges, but there was no doubt that the present insurrection in Venezuela and the consequent feeling of instability wrought to a certain extent in the balance.

DUNCAN HAS A MYSTERY.

Well Known Teamster a Week Missing Under Decidedly Peculiar Circumstances.

Word was received from Duncan yesterday that John Duncanson, teamster employed by the Tyee Development Co., Mount Sicker, started from that mine last Thursday afternoon, for Duncan, and has neither reached his destination nor been seen or heard of since.

The manager of the mine Mr. Livingston, and Mr. C. T. Corfield came down the trail half an hour later, but saw nothing of Duncanson. The trail extends about four miles from the mine to Somenos station on the E. & N., and is well defined.

The Tyee Development Co. have sent out a search party from the mine, and another started from Duncan yesterday. Duncanson is very familiar with the road and well known in the district; it is held to have been practically impossible for him to have lost his way.

Held for Investigation.—On the information of Miss Rowe, of Russell's station, Antone Ferenni was taken in charge by Constables Walker and Johnston last evening and is held pending an investigation into his conduct. According to Miss Rowe, as she and two companions were crossing the E. & N. trestle on the Indian reserve last evening about 5 o'clock Ferenni came from between two cars and approached and beckoned to her. She returned to report the matter to the police, while her companions remained behind at a safe distance to watch the movements of Ferenni. She says she met the man three times yesterday, once in James Bay and once on Government street. Ferenni has been in the city for some time working as a laborer. He was before the police court once four years ago for selling liquor to Indians, but otherwise bears a good character. He denies positively having made any intentional movement towards the complainant. No charge has yet been entered against him.

Waterloo In The Straits

Cargo Vessel Answering Her Description Becalmed Within Sight of Victoria.

Inquiry Into Grievances of Sailors of the Ship "Lady Isabella."

The big four-masted British ship Waterloo, Captain Fellows, from Liverpool, with a heavy general cargo, consigned to R. P. Rithet & Co., of this city, arrived in the Straits last evening. At least she is the vessel answering the description of one which sailed up the Straits yesterday afternoon and which cruised about in a vain attempt to enter Esquimalt until long after dark. She had caught a fair wind and put back towards Port Angeles in order to tack into Esquimalt but the wind died away and she was left drifting with the tide and current dangerously close to Trial island. She was within six miles of that point when the Yosemite passed on her return from the Fraser. Just then the wind again came to her relief and she put about for the Straits again. She will no doubt be anchored either in the Roads or Esquimalt this morning.

ONLY SAILOR YARNS.

An Examination Into the Grievances of the Crew of the Ship Lady Isabella.

Captain H. G. Lewis, shipping master, conducted an examination into the grievances of the crew of the ship Lady Isabella yesterday morning, for the Board of Trade of London, Eng. Three witnesses were called and according to their testimony the complaints lodged against Capt. McKinley had no foundation. Donald McGregor, the sail maker, who was one of the three examined, said the deceased S. Anderson, to whom it was said most inhuman treatment was shown took the chill resulting in his death aboard after sitting by a warm stove and going out into cold and rain. This, too, was the opinion of C. Smith, an able seaman, who said furthermore in evidence that he had never heard the deceased complain of ill-treatment. The captain had a man caring for him every night until his death and the witness believed that the skipper had done his very best for the man. There was no complaint made about the water and the provisions were the same as issued in other ships. Thomas Collins, an ordinary seaman, corroborated the evidence of the first two witnesses. He had attended the deceased throughout his sickness and was confident that Capt. McKinley had done his utmost. The witness also testified that the deceased was buried with all due solemnity, the burial services being read before the body was lowered into the sea and the flag hoisted at half-mast as is customary.

In connection with the case Capt. Lewis has written as follows to the Colonist:

Sir: In your issue of October 4 I notice a heading "Sailor Folk's Grievances," in which it states that the want of proper precautions to insure purity of water were responsible for an outbreak of fever, etc., aboard the British ship Lady Isabella. In reference to the above I might state that on account of the two deaths on board a return had to be made by me to the Board of Trade, London, Eng., but since reading the above assertion I have examined the sail-maker, an ordinary seaman and an able seaman and I find that there is no foundation for such a scandalous report on the part of the two men now in the hospital. The three men examined were all of the same opinion that no master of a ship could have been more kind to the sick and dying men than was Capt. McKinley. As far as the burying of the deceased seamen, the bodies were both dressed and sewn up with new canvas and after the usual burial service was read over by the captain they were committed to the deep; the main yard was put aback and the flag hoisted half-mast as is customary. There was no complaint about the water; the captain, his wife and three children officers drank the same as the crew. In conclusion I might state that the water and the iron tanks containing it, are tested and surveyed by the Board of Trade before the ship leaves port, and rain water caught on a voyage is used only for washing purposes, as I find was the case on the ship Lady Isabella.

H. G. LEWIS,
Shipping Master.

GOSSIP OF THE WATER FRONT.

The Oriental liner Olympia, which has been chartered by the United States government for the transport service, has finished discharging her cargo, and as soon as filling her bunkers with coal will sail for San Francisco to enter on her new duties.

The Pacific Coast steamer Queen arrived yesterday afternoon from San Francisco, after a foggy passage. She brought for Victoria 40 passengers and 100 tons of freight. To-day the Walla Walla will sail for San Francisco.

Steamer Dirigo went North last evening. She called here en route from the Sound about 4 o'clock, and after taking on 168 sheep passed on to Vancouver, where she loads a number of beef cattle.

Steamer Barbara Boscowitz sails this evening for Northern British Columbia ports. Her delay in sailing was caused by the non-completion of her repairs.

The D. G. S. Quadra is having some repairs made to her boiler. She will not leave port again before next Monday.

The Oceanic steamship Australia sails from San Francisco for Honolulu on the 18th instant.

CRUISERS FOR PHILIPPINES.

Washington, Oct. 4.—The President today directed the immediate despatch to the Philippines of a number of vessels of the navy, including the cruiser Brooklyn and the gunboats Marceta and Machias. This action is the result of Admiral Dewey's interview to-day, in which he went over the Philippine situation.

Hix—Young Dr. Pillsbury doesn't seem to have much of a practice.

Dix—No; but there is one thing to be said in his favor.

Hix—What is that?

Dix—He is willing to practise on anybody that will let him.—Chicago News.

"You gave Tungay a job in your office the other day, I understand. [illegible] the grin off you?"

The Colonist.

MONDAY, OCTOBER 9.

THE TRANSVAAL DIFFICULTY.

It has been said that while the formal recognition of British suzerainty over the Transvaal is hardly a matter worth talking about, and while there is ground for saying that the claim to exercise it has been impliedly, if not actually, waived, it is nevertheless true that the real question underlying the disagreement between London and Pretoria is what has been styled British "paramountcy." By this we do not understand that British political supremacy is meant, but that the development of the country and its institutions must be in British not Boer lines. We have seen the same idea worked out in America, where the Indians have been forced aside to make room for the aggressive English-speaking settler. We do not wish to be understood as placing the Indian and the Boer upon the same plane of civilization, for the American illustration is only used to show how one class of conditions will of necessity supplant another, that those who are laggards in the march of progress will inevitably have to give way to the more aggressive. Great Britain seeks to gain from the Boers a proper understanding on the following subjects:

The franchise.

The teaching of English in the public schools.

The right of Uitlanders to bear arms.

The establishment of a judiciary uncontrolled by the government.

Great Britain also desires to see the fort which threatens Johannesburg dismantled, the mission of Dr. Leyds abolished, the cancellation of the dynamite concession and the control of the Johannesburg police taken out of the hands of the Boers.

If these things are secured by force of diplomacy the Transvaal will become rapidly Anglicized, and whether it remains an independent nation or not its institutions will conform to those in force in British South Africa. We pointed out a few days ago how restrictive were the regulations governing the franchise in the Transvaal. It is of course evident that, as the Uitlanders are in the very great majority, if the law permits them to become naturalized and to enjoy the franchise within a time limit that is reasonable, the other reforms will follow in time, or there will be changes in the administration of affairs as will render them unnecessary. Hence rightly enough the franchise is regarded as a piece de resistance in the British demands.

Those who know the Boers best believe that, whatever concessions they may make as to the Franchise, they will fight soonor or later over the language question. Students of Canadian history know what an important factor the French language has always been in this country since Lord North's fatal blunder in 1775, when to keep the French clergy loyal in the face of the revolutionary movements in the Thirteen Colonies he consented to restore to Quebec the use of the French language and the Customs of Paris, which had been abrogated by General Murray after the taking of Quebec. Quebec shows us how vital a part the speech of a people plays in the maintenance of nationality and furnishes proof in support of the Boer saying that "the language is the nation."

Governmental control of the judiciary is a feature of Boer rule. The case of our townsman, that well-known Victorian, Mr. R. E. L. Brown, furnishes an illustration of this. The Transvaal Chief Justice was notified by President Kruger that if he ventured to decide Mr. Brown's case against the government, he would be forthwith dismissed. The Chief Justice did what the law required and decided in Mr. Brown's favor, whereupon he was promptly removed from office. It is clear that institutions under which this is possible ought not to be allowed to continue unchanged.

The other features in the British demands do not call for comment, although mention may be made of the dynamite concessions, which the British government claims to be a direct violation of the treaty obligations to which the Transvaal government is pledged.

The radical and important nature of the demands made by Great Britain is such that permanent peace seems impossible no matter what sort of truce may be temporarily patched up. Probably many of those who are disposed to criticize Mr. Chamberlain severely and to represent him as bent upon a war of conquest, would, if they understood the case as thoroughly as he, be the first to admit that perhaps the only road to peace lies across a battle-field.

A PLATFORM.

We cannot congratulate the gentlemen who framed the platform for the Conservatives in local politics upon the result of their labors. It looks like an attempt to cut the ground from under the feet of Mr. Joseph Martin in Vancouver. In keeping with the platform is the appointment of a committee to select a leader. Whether, when the leader has been chosen, the Lieutenant-Governor will be notified to select him as Premier in certain eventualities we are not informed. The platform groups together the servant-girl question and the government ownership of railways, recognizes an imaginary antagonism between capital and labor and proposes to regulate the doctors and lawyers. It is a platform upon which those two arch-demagogues, Mr. Carter-Cotton and Mr. Joseph Martin, could meet and recognize in each other a long lost brother.

Platform-building is a risky business. An Eastern politician once said: "Our party when in opposition in a moment of weakness promulgated a platform, and we were thirteen years in living it down." Mark Twain in his history of Tom Sawyer tells of his hero's experience in an effort to "get things down in writin'". Tom's fate, which was a most awful licking, ought to be a lesson to ambitious politicians who, like him, want "things down in writin'". We do not wish to comment too harshly upon this platform, but cannot help thinking that there must be something in the atmosphere of New Westminster which breeds political irresponsibility.

VERY LIKE A SCANDAL.

It is not extravagant to describe the proceedings at the inquest on the body of Michael Powers as unusual. According to the statements of the coroner himself, as made to the Colonist, that officer was not satisfied that all the facts had been brought out. The coroner seems to have been of the opinion that it was no part of his duty to bring out evidence. But if this is not the coroner's duty, may we ask whose duty it is? Will it be contended that the officer whose duty it is to hold an inquiry is bound to sit silent when he sees or has reason to think that facts are being suppressed? It is plain that Powers knew who his assailants were. It is reasonable to believe that he told some of those who were about him after the assault who they were. But whether he did or not, the only person who could testify on the subject at the inquest were allowed to go without being interrogated. We hold this to be wrong.

Two people have been killed in the streets of Victoria within a week and no arrests have been made. One of the murders was surrounded with circumstances of a character calculated to baffle investigation; but the other seems a very simple affair. Meanwhile the community is being edified by declarations of the Chief of Police to the Board of Police Commissioners as to the inefficiency of his force. This is very like a scandal.

A MILLION DOLLAR FUND.

The Wesleyan movement in England, which has resulted in the formation of the great religious denomination known as the Methodist church, was undoubtedly one of the mightiest reforming agencies of modern times. Its effect, first upon England and afterwards upon English-speaking everywhere, was not confined to those persons, who connected themselves with the new organization, which came into being as the result of the labor of the Wesleys. One distinguished English prelate is on record as saying that the beneficial influence of the Wesleyan movement was almost as marked within the Established Church as out of it. At a meeting of the Anglican Synod in Toronto some years ago, a very prominent clergyman said that the strength of the Methodist church lay in its constant inculcation of the idea of personal piety. This may be, and doubtless is, very true, but there is another principle upon which the Methodists act, namely, that "where your treasure is, there will your heart be also." They never forget the cardinal doctrine that "faith without works is dead." They expect people to show the truth and sincerity of their professions by their acts, and regard a willingness to contribute of their substance to the promotion of church work as one of the best evidences of these qualities. The people of no denomination are educated in giving to a greater extent than are the Methodists. They are not alone in this respect, but they acknowledge no superiors. This custom of giving is what makes the Methodist church so aggressive. Its leaders have the courage to attempt great things, because they know that they have behind them a people who will respond with liberality to all appeals.

To-day witnesses in the Methodist Church of Canada the beginning of an effort to raise a special fund of $1,000,000 for church purposes. It is to be known as the Twentieth Century Thanksgiving Fund. Simultaneously movements are on foot in Great Britain and the United States with the same object in view. The British Methodists are to raise 5,000,000 guineas and those of the United States $20,000,000. Doubtless in every British colony similar steps will be taken, and the prospects are that within a year the vast sum of $50,000,000 will be raised by the Methodists of the world as a special fund contributed as a recognition "with profound gratitude to Almighty God of the great and manifold blessings, temporal and spiritual, national and social," in which the church has so abundantly shared. This is a magnificent proposal, and it is not too much to say that the whole Christian world will be the better and stronger for it. The movement originated in England several years ago, and on its being brought to the notice of Mr. Gladstone and Lord Rosebery they both signified their wish to become subscribers to the fund, and Mr. Gladstone at once placed his contribution in the hands of the originator of the project. That the proposed fund will be raised we have no doubt whatever. Indeed we believe that when the totals are in all estimates will be exceeded. The idea is not to arouse enthusiasm and provoke a sort of giving contest. Persons subscribing to the fund are invited to make four quarterly payments, so that the whole sum will be collected by next October. The subscriptions will therefore be to some extent a matter to which thought must be given, for the obligations assumed will have to be met in the future. The objects to which the money is to be applied are four in number, namely

Educational institutions.

Home and foreign missions.

Superannuation and supernumerary funds.

Interest-bearing local church debts.

As it is estimated that there is a Methodist population in Canada of over a million, the amount proposed to be raised is less than a dollar per capita. Yet a million dollars is a splendid fund, and the prospect of raising it demonstrates what can be done by united effort.

It seems fitting in connection with the inauguration of this fund to say a few words in regard to the principle recognized in it, namely, the sense of obligation which the people of our land ought to feel to the "Giver of all good and perfect gifts." Too few of us take time to think of the many favors with which the British people have been blessed during the century now drawing to a close. The history of our nation during the past hundred years has been a marvellous one in respect to national growth, the betterment of the conditions of the people, and in every direction in which mankind is progressing. In proposing to give a tangible expression of gratitude for this, the Methodists are setting a splendid example, which it is to be hoped will be emulated by other churches and by men of wealth everywhere. What a wonderful start would be given to the Twentieth Century if the spirit which prompts this great connexional fund were to become general, and the whole Christian world would unite in offerings for purposes similar to those mentioned above. The moral and social effects would be profound, and we need make no argument to prove that the time is ripe for great moral and social influences to be set on foot, for the eye of a prophet is not necessary to recognize that movements are taking place throughout civilization which may end in grave discord, unless an effort is put forward to strengthen the moral tone of society. The one great need of the day is that the conscience of men shall be aroused. People are drifting away from the safe anchorage of personal responsibility. A great revival of this spirit is urgently called for, and we are satisfied that nothing will contribute to it more strongly than efforts along the line in which the Methodists are leading.

Those estimates which place the Boer force in the field at 125,000 men are ridiculously exaggerated. People who talk about an army of this strength in the field do not know what such figures mean.

There seems to very little difference of opinion in the city as to the advisability of submitting the Port Angeles proposition to vote at an early day. Even persons who are opposed to the scheme on its merits would prefer to see it voted on, so that it may either be adopted or disposed of. Until it has been got out of the way either by being accepted or by being rejected, all projects looking to the advancement of the city's interests will be handicapped. Let the question come to a vote and let the people decide for themselves.

MINERAL ACT, 1896.
(Form F.)
Certificate of Improvements.
NOTICE.

Princess, Duchess, Countess, Yankee Blade, American Wonder, B. C. Wonder and Hope mineral claims, situate in the West Coast, Vancouver Island mining Division of Clayoquot District.

Where located—On east side Tranquil Creek, Tofino Inlet.

Take notice that I, A. S. Going, agent for J. M. Ashton, free miner's certificate No. B. 19360, and M. F. Ashton, free miner's certificate No. B. 19912, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown grant of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such certificates of improvements.

Dated this 19th day of August, 1899.
A. S. GOING.

LICENSE AUTHORISING AN EXTRA-PROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

CANADA:
PROVINCE OF BRITISH COLUMBIA.

THIS IS TO CERTIFY that "The Cariboo Mining Syndicate, Limited," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at Nos. 13 and 14 Abchurch Lane, London, England.

The amount of the capital of the Company is £5,000, divided into fifty shares of £100 each.

The head office of the Company in this Province is situate in Cariboo District, and Joseph Hunter, civil engineer, whose address is Cariboo District aforesaid, is the attorney for the Company.

The objects for which the Company has been established are:—

(a.) To acquire by purchase certain mining grounds and rights at Cariboo, in the Province of British Columbia, and comprised in three indentures of lease dated the 13th day of June, 1898, and granted, respectively, to C. T. Dupont, Joseph Hunter, and F. E. Hunter, and for such purpose to adopt and carry into effect (either with or without modification) an agreement expressed to be made between the said Joseph Hunter, of the one part, and J. C. Wheeler, as trustee for and on behalf of the Syndicate, of the other part:

(b.) To purchase or otherwise acquire, and to sell, dispose of, and deal with mines, mining ground, and mining rights of all kinds, and undivided interests therein and undertakings connected therewith:

(c.) To search for and prospect, examine, explore, develop, open, raise ore, metals and minerals from and generally work all or any of the mines, mining or mineral claims, lands, rights, and premises when acquired as aforesaid, and to crush, smelt, calcine, refine, manipulate, and prepare for market ore, metal, and mineral substances of all kinds, obtained from all or any of the same premises, and to carry on any other metallurgical operations which may seem conducive to the objects of the Company, or any of them:

(d.) To construct, maintain, improve, work and control any roads, ways, ditches, aqueducts, tramways, railways, and other works of convenience which may seem conducive to any of the objects of the Company, and to take on hire or in exchange or otherwise acquire all stamps, plant, machinery, implements, conveniences and things used in connection with any of the mining or other operations of the Company, or by the workmen or others employed by the Company:

(e.) To institute, enter into, carry on, assist or participate in financial, commercial, mercantile, industrial, manufacturing, and other businesses, works, contracts and undertakings, and financial operations of all kinds:

(f.) To undertake and carry on any business transaction or operation commonly undertaken or carried on by financiers, promoters of companies, bankers, underwriters, concessionaires, contractors for public and other works, builders, capitalists or merchants:

(g.) To purchase or otherwise acquire, hold, sell, exchange, turn to account, dispose of and deal in real and personal property of all kinds, and in particular lands, buildings, hereditaments, business concerns and undertakings, mortgages, charges, annuities, patents, patent rights, copyrights, licenses, securities, grants, charters, concessions, leases, contracts, options, policies, book-debts and claims, and any interest in real or personal property, and any claim against such property, or against any person or companies, and to finance and carry on any business concern or undertaking so acquired:

(h.) To purchase or otherwise acquire, hold, sell, manipulate, exchange, turn to account, dispose of and deal in trading rights, and in all or any products of the earth, including rubber, oils, chemicals, explosives, drugs, nitrate, petroleum, copper, lead, tin, quicksilver, iron and merchandise and commodities of all kinds, either for immediate or future delivery, and whether in a crude state or manufactured, or partly manufactured or otherwise; and to advance money at interest upon the security of all or any such products, merchandise and commodities, and to carry on business as merchants, importers and exporters of any merchandise or commodities whatsoever:

(i.) To transact and carry on all kinds of agency and commission business, and in particular to collect moneys, royalties, revenue, interest, rents and debts; to negotiate loans; to find investments; and to issue and place shares, stocks, bonds, debentures, debenture stocks or securities:

(j.) To subscribe for, purchase or otherwise acquire, hold, sell, exchange, dispose of, invest and deal in shares, stock, bonds, debentures, debenture stock or obligations of any company, whether British, colonial or foreign, or of any authority, supreme, municipal, local or otherwise.

(k.) To guarantee the payment of money secured by or payable under or in respect of bonds, debentures, debenture stock, contracts, mortgages, charges, obligations and securities of any company, whether British, colonial or foreign, or of any authority, supreme, municipal, local or otherwise, or of any persons whomsoever, whether corporate or unincorporate:

(l.) To guarantee the title to or quiet enjoyment of property, either absolutely or subject to any qualifications or conditions, and to guarantee to companies or persons interested, or about to become interested, in any property against any loss, actions, proceedings, claims, or demands in respect of any insufficiency or imperfection or deficiency of title, or in respect of any incumbrances, burdens or outstanding rights:

(m.) To furnish and provide deposits and guarantee funds regired in relation to any tender or application for any contract, concession, decree, enactment, property or privilege, or in relation to the carrying out of any contract, concession, decree or enactment:

(n.) Generally to carry on and transact every kind of guarantee business, and to undertake obligations of every kind and description, and also to undertake and execute trusts of all kinds:

(o.) To lend money to such parties and on such terms, with or without security, as may seem expedient, and in particular to customers of, and persons having dealings with the Company, and to guarantee the performance of contracts by members of, or companies or persons having dealings with the Company, and to draw, accept, indorse, discount, issue, buy, sell, and deal in bills of exchange, promissory notes, drafts, bills of lading, coupons, warrants and other negotiable instruments, and to buy, sell and deal in bullion, specie and coin:

(p.) To borrow or raise money for the purpose of the Company in such manner and upon such terms as may seem expedient, and to secure the repayment thereof by redeemable or irredeemable bonds, debentures or debenture stock (such bonds, debentures and debenture stock being made payable to bearer or otherwise, and issuable or payable either at par or at a premium or discount), or by mortgages, scrip, certificates, bills of exchange or promissory notes, or by any other instrument, or in such other manner as may be determined, and for any such purposes to charge all or any part of the property of the Company, both present and future, including its uncalled capital; and to allot the shares of the Company, credited as fully or partly paid up, or bonds, debentures or debenture stock issued by the Company, as the whole or part of the purchase price for any property purchased by the Company, or for any valuable consideration:

(q.) To make donations to such persons and in such cases, and either of cash or other assets, as may be thought directly or indirectly conducive to any of the Company's objects, or otherwise expedient, and to subscribe or guarantee money for charitable or benevolent objects, or for any exhibition, or for any public, general or other object:

(r.) To enter into any agreement with any government or authorities, supreme, municipal, local, or otherwise, and to obtain from any such government or authority any rights, concessions, charters and privileges which may be thought conducive to the Company's objects, or any of them:

(s.) To purchase or otherwise acquire and undertake all or any part of the business, property or good will, and liabilities of any company, corporation, society, partnership or person carrying on, or about to carry on, any business which this Company is authorized to carry on, or which is in any respect similar to the objects of this Company, or which is capable of being conducted so as directly or indirectly to benefit this Company, or possessed of property deemed suitable for the purposes of this Company, and to enter into partnership or into any agreement with respect to the sharing of profits, union of interests or amalgamation, reciprocal concessions or co-operation, either in whole or in part, with any such company, corporation, society, partnership or persons:

(t.) To dispose of by sale, lease, underlease, exchange, surrender, mortgage or otherwise, absolutely, conditionally or for any limited interest, all or any part of the undertaking, property, rights or privileges of the Company, as a going concern or otherwise, to any public body, company, society or association, or to any person or persons, for such consideration as the Company may think fit, and in particular for any stock, shares, debentures, securities or property of any other company:

(u.) To promote or form, or assist in the promotion or formation of any other company or companies, either for the purpose of acquiring, working, or otherwise dealing with all or any of the property, rights and liabilities of this Company, or any property in which this Company is interested, or for any other purpose, with power to assist such company or companies by paying or contributing towards the preliminary expenses, or providing the whole or part of the capital thereof, or by taking or subscribing for shares, preferred, ordinary or deferred therein, or by lending money thereto, upon debentures, securities, property or otherwise; and further, to pay out of the funds of the Company all expenses of and incident to the formation, registration, advertising and establishment of this or any other company, and to the issue and subscription of the share or loan capital, including brokerage and commissions for obtaining applications for, or placing or guaranteeing the placing of the shares, or any debentures, debenture stock or other securities of this or any other company, and also all expenses attending the issue of any circular or notice, or the printing, stamping and circulating of proxies or forms to be filled up by the members of this, or of a company connected with this, or any other company; and to undertake the management and secretarial or other work, duties and business of any company on such terms as may be determined:

(v.) To obtain, or in any way assist in obtaining, any Provisional Order or Act in Parliament, or other necessary authority, for enabling this or any other company to carry any of its objects into effect, or for effecting any modification of this or any other company's constitution; to procure this or any other company to be legalized, registered or incorporated, if necessary, in accordance with the laws of any country or state in which it may, or may propose to, carry on operations; to open and keep a colonial or foreign register or registers of this or any other company in any British colony or dependency, or in any foreign country, and to allocate any number of the shares in this or any other company to such register or registers:

(w.) To distribute any of the property or assets of the Company among the members in specie or otherwise:

(x.) To do all or any of the above things in any part of the globe, either as principals, agents, contractors, trustees or otherwise, and either alone or in conjunction with others, and either by or through agents, sub-contractors, trustees or otherwise; with power to appoint a trustee or trustees, personal or corporate; to hold any property on behalf of the Company, and to allow any property to remain outstanding in such trustee or trustees:

(y.) To do all such other things as are incidental or may be thought conducive to the attainment of the objects, or any of them, and so that the word "Company" in this memorandum, when applied otherwise than to this Company, shall be deemed to include any partnership or other body of persons, whether corporate or unincorporate, and whether domiciled in the United Kingdom or elsewhere, and the objects specified in each of the paragraphs of this memorandum shall be regarded as independent objects, and accordingly shall be in nowise limited or restricted (except where otherwise expressed in such paragraph) by reference to the objects indicated in any other paragraph, or the name of the Company, but may be carried out in as full and ample a manner, and construed in as wide a sense, as if each of the said paragraphs defined the objects of a separate, distinct and independent company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 18th day of August, one thousand eight hundred and ninety-nine.

S. Y. WOOTTON,
Registrar of Joint Stock Companies.

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Skeena River Mining Co., L'i'd L'ty.

NOTICE OF MEETING.

An extraordinary general meeting of the shareholders of the above company will be held at the offices of Messrs. Hunter & Oliver, 21 Bastion street, Victoria, B. C., on Monday, the 6th day of November, 1899, at 3 o'clock noon.

Business: Sale of the company's mineral claims, and affairs of the company generally.

This meeting is called by C. W. D. Clifford, trustee, and holder of one-fourth of the issued shares of the company, under and by virtue of the company's by-laws, and of section 2 of the Companies' Act Amendment Act, 1893.

No. 289.

"COMPANIES ACT, 1897."

Certificate of the Incorporation of "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability."

(Capital, $1,000,000.)

I hereby certify that "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability," has this day been incorporated under the "Companies Act, 1897," as a Limited Company, with a capital of one million dollars, divided into one million shares of one dollar each.

The registered office of the Company will be situate in the City of Victoria, British Columbia.

The company is specially limited under section 56 of the said Act.

The objects for which the company has been established are:

(a) To acquire and take over certain leases and mining rights, water rights and mill rights, now owned by the Omineca Consolidated Hydraulic Mining Company, Limited, The Honorable Sir Charles Hibbert Tupper, K. C. M. G., Frederick Peters, Q. C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., and C. N. Black, all of the City of Victoria, British Columbia, and Lieut.-Col. S. W. Ray, of Port Arthur, Ontario, and for that purpose to enter into and carry out either with or without modifications the agreement entered into on the twenty-third (23rd) day of May, 1899, between the said the Omineca Consolidated Hydraulic Mining Company, Limited, of the first part, and the Honorable Sir Charles Hibbert Tupper, Q. C., K. C. M. G., Frederick Peters, Q.C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., C. N. Black and Lieut-Col. S. W. Ray, and also to acquire any other hydraulic mining properties, leases, mines, mineral claims and mining properties within the Province of British Columbia:

(b) To manage, develop, work and sell the said mining properties and leases of the Company and any other mining properties, rights or privileges which may hereafter be acquired:

(c) To win, get, treat, refine and market the minerals from said mines and mining properties:

(d) To do all such things as are incidental or conducive to the attainment of the above objects.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 26th day of June, one thousand eight hundred and ninety-nine.

[L. S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

j29

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7 lbs. American Rolled Oats,.....25c.
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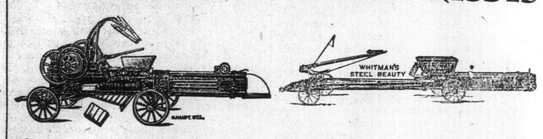

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Autumn Term, Monday, Sept. 11th

For BOARDING or DAY Prospectus apply

Principal Church

NOTICE—Thirty days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situate and being on the Skeena river and commencing at the North Pacific Cannery's site, northeast stake running forty chains north along the shore, thence running forty chains south, thence twenty chains back to the place of commencement, and containing 160 acres, more or less.

WM. GREEN.

Skeena River, August 28th, 1899.

Hotel Badminton

VANCOUVER.

This Hotel is NOT closed, but running on EXACTLY the same lines as hitherto.

The Orchestra plays as usual.

W. H. Mawdsley, Manager.

B. C. STEAM DYE WORKS.

141 Yates St., Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

A Derelict p

Queen City on H Coast Find logged

H.M.S. Icarus Ar hring Sea--Se ward B

With a derelict sloo good number of pas the steamer Queen C the West Coast yeste completed the shortes trips. The sloop was straits three miles this It was submerged and tide and at first app a wreck. Such too it but the probabilities tides of late have simp moorings and carried i crew of the Queen Cit as they found the sloo and without painter, a ing from her bung ho craft, bearing no nam patched and repatched most beyond service. about two tons register On the steamer's arri put ashore and is now Company's yard. Of brought to Victoria by M. McGregor is the c the new and growing Hughes. He expects t at that point will be con for occupancy in three building of 14 rooms. now a regular mail ser not have a few months perity has lately been other gold discovery cl S. J. Spencer and Miss from Alberni en route t Geo. Logan, J. G. Ros form a party who ha Seriatis, looking at som ty; J. W. Jones comes let, where he had ex Dewdney to see some q a few weeks ago. Rev. W. Woodward, J. J. H H. E. Newton, C. Coate and son, Wm. Lorimer, L. Marks and A. and J. sengers embarking at ports at which the stee freight the Queen City plant of the Alberni Con Company consigned to t treal. Captain Hugh weather as very foggy o saw no sealing schooner off the Race yesterday, not identify. When at told that the Dora Siew ed off port. Her India and according to them s 1,200 skins. The Dor the Idaetta in mid-Aug said, and the catches o were then nearly a tie each. It was generally t schooner left the sea th would be top-liner. C looks for the immediat number of the schooners terday was the first day a westerly wind.

A FAST PASS

British Ship Waterloo Voyage From Liverp day Morning

It was 2 o'clock yes when after protracted order to enter port th Waterloo anchored in Her voyage from Liverp speedy one, being made a performance which th beaten by the same vesse four years ago when the somewhat similar cargo t her present voyage she re in 71 days from Liver encountered very rough off the river Platte. which 1,000 tons will be includes a large quantity and freight for the forti quimalt.

WINTER SERVICE

An Empress Only Once Umitilla Leaves for

The R. M. S. Empress for the Orient on Tuesda than schedule time, beca mails. She will inaugu trans-Pacific services of there being hereafter bu month instead of a wee weeks. The next one d the Empress of Japan, reach Victoria a week fr Steamship Umatilla sail for San Francisco, carry ing passengers from Victo Tritch and wife, C. and A ny, H. E. Young, J. W. T tin, Mrs. Lewis, Miss Mrs. J. L. Anderson, M Miss Hagell, Mrs. Hagel son, H. A. Vivian, A. B. Martin, C. Reichenbach, E. W. Turner, W. H. Co ham, A. B. Burbridge, S Morrison and Chas. Lund

BACK FROM BEHR

British Patrol Ship Icarus Season's Engagemen North.

H.M.S. Icarus, the Brit for Behring Sea during t son just over, arrived in ing, dropping anchor at 6 o'clock. She left Ounal later than H.M.S. Pheas over a week, and had qui returning. One boat wa a sea as it hung in the ship received a bad shakin damaged otherwise. She ner of what will likely be from Behring Sea within The sealers are all on th one, the Dora Siewerd, wh City brought news of ye Ahousett, being reported i

GOSSIP OF THE WA

Though tenders for th the old government stea were all to be in by the 1s the time has been extend permit of two other tender ed. Up till the 1st inst. o had been received.

Steamer Willapa will rep City on the next West C order that the latter may for the winter service.

A Derelict Sloop Picked Up

Queen City on Her Return From Coast Finds Waterlogged Craft.

H.M.S. Icarus Arrives From Behring Sea--Sealers Homeward Bound.

With a derelict sloop on deck and a good number of passengers on board, the steamer Queen City returned from the West Coast yesterday noon, having completed the shortest of her monthly trips. The sloop was picked up in the straits three miles this side of the Race. It was submerged and drifting with the tide and at first appearance suggested a wreck. Such too it might have been, but the probabilities are that the high tides of late have simply torn it from its moorings and carried it out to sea. The crew of the Queen City hold this theory, as they found the sloop without rigging and without painter, and the plug missing from her bung hole. She is an old craft, bearing no name, and has been patched and repatched, until she is almost beyond service. She is drab color, about two tons register and 18 feet long. On the steamer's arrival the boat was put ashore and is now in the C. P. N. Company's yard. Of the passengers brought to Victoria by the Queen City, M. McGregor is the only arrival from the new and growing town of Port Hughes. He expects that his new hotel at that point will be completed and ready for occupancy in three weeks. It is a building of 14 rooms. Port Hughes has now a regular mail service, which it did not have a few months ago, and its prosperity has lately been augmented by another gold discovery closer to the town. S. J. Spencer and Miss Spencer arrived from Alberni en route to the old country; Geo. Logan, J. G. Ross and W. Wilson form a party who have been down to Seriatis, looking at some mineral property; J. W. Jones comes from Sidney inlet, where he had ex-Lieut.-Governor Dewdney to see some quartz propositions a few weeks ago. Rev. Father Brabant, W. Woodward, J. J. Baird, H. Stokes, H. E. Newton, C. Coates, E. H. Fletcher and son, Wm. Lorimer, Mrs. McDonald, L. Marks and A. and J. Young were passengers embarking at the many other ports at which the steamer called. As freight the Queen City had a part of the plant of the Alberni Consolidated Mining Company consigned to the Bank of Montreal. Captain Hughes reports the weather as very foggy on the coast. He saw no sealing schooners excepting one off the Race yesterday, which he could not identify. When at Ahousett he was told that the Dora Sieward was becalmed off port. Her Indians were ashore, and according to them she had a catch of 1,200 skins. The Dora Sieward spoke the Idaetta in mid-August, the Indians said, and the catches of the two vessels were then nearly a tie—over 700 skins each. It was generally thought when the schooner left the sea that the Umbrina would be top-liner. Captain Hughes looks for the immediate arrival of a number of the schooners, as he says yesterday was the first day they have had a westerly wind.

A FAST PASSAGE.

British Ship Waterloo Completed Her Voyage From Liverpool Yesterday Morning.

It was 2 o'clock yesterday morning when after protracted manoeuvring in order to enter port the British ship Waterloo anchored in Esquimalt harbor. Her voyage from Liverpool was a very speedy one, being made in just 124 days, a performance which though good was beaten by the same vessel some three or four years ago when the ship brought a somewhat similar cargo to this port. On her present voyage she reached the Horn in 71 days from Liverpool and there encountered very rough weather as also off the river Platte. Her cargo, of which 1,000 tons will be discharged here, includes a large quantity of naval stores and freight for the fortifications at Esquimalt.

WINTER SERVICE BEGINS.

An Empress Only Once a Month—The Umitilla Leaves for California.

The R. M. S. Empress of India sails for the Orient on Tuesday, one day later than schedule time, because of delayed mails. She will inaugurate the winter trans-Pacific services of the C. P. R., there being hereafter but one ship a month instead of a vessel every three weeks. The next one due to arrive is the Empress of Japan, which should reach Victoria a week from Tuesday.

Steamship Umatilla sailed last evening for San Francisco, carrying the following passengers from Victoria: Capt. Geo. Fritch and wife, C. and A. P. Barthelemy, H. B. Young, J. W. Todd, Mrs. Martin, Mrs. Lewis, Miss Norma Cantell, Mrs. J. L. Anderson, Miss Dickinson, Miss Hagell, Mrs. Hagell, J. G. Anderson, H. A. Vivian, A. B. Moore, A. W. Martin, C. Reichenbach, E. Rutherford, E. W. Turner, W. H. Cope, A. P. Graham, A. E. Burbridge, S. Macy, D. W. Morrison and Chas. Lund.

BACK FROM BEHRING SEA.

British Patrol Ship Icarus Returns from Season's Engagement in the North.

H.M.S. Icarus, the British patrol ship for Behring Sea during the sealing season just over, arrived home last evening, dropping anchor at Esquimalt at 6 o'clock. She left Ounalaska four days later than H.M.S. Pheasant, now home over a week, and had quite a rough trip returning. One boat was stove in by a sea as it hung in the davits and the ship received a bad shaking but was not damaged otherwise. She is the forerunner of what will likely be many arrivals from Behring Sea within the next week. The sealers are all on their way home, one, the Dora Sieward, which the Queen City brought news of yesterday, as off Ahousett, being reported in the Straits.

GOSSIP OF THE WATER FRONT.

Though tenders for the purchase of the old government steamer Douglas are all to be in by the 1st of the month time has been extended in order to admit of two other tenders being received, to till the 1st inst. only one tender has been received.

Steamer Willapa will replace the Queen City on the next West Coast voyage in order that the latter may be made ready for winter service.

Letters to the Editor.

A MISSED OPPORTUNITY.

Sir: I was one in the audience at A. O. U. W. hall last night to listen to the addresses of the honorable the ministers of Justice and of Agriculture. The former, it appeared to me, made the best he could of a very bad brief. At the same time he neglected an excellent opportunity to render Victorians a service that they would have much appreciated. He is an accepted authority on constitutional law and practice. Might he not then give us his opinion upon the constitutionality of the dismissal of the Turner ministry; or the, at present more pertinent, legitimacy of a lieutenant-governor continuing to accept the advice of a ministry that he knows to be discredited and without a majority of the electorate at its back. Perhaps it is not yet too late for him to oblige?

B. C.

PORT ANGELES FERRY.

Sir: In all the communications to you upon the subject of the proposed Port Angeles ferry I see none whatever touching upon the benefits to be derived from having the steamer built in Victoria and operated by a Victoria company. It has been repeatedly stated that a connection of this kind with Port Angeles would be of immense value, commercially, to Victoria, but why bonus a foreign company; who are only too anxious to connect with Victoria; to build and equip this line?

As for the building of the boat at least, there are iron works right here and taxpaying mechanics also quite capable of the task.

VICTORIA MECHANIC.

AN ILL-TIMED HOLIDAY.

Sir: What can the representative of the crown in Canada be thinking of that he has named October 19 as Thanksgiving Day? Does he not know that turkeys are not available thus early in the season? The crop in British Columbia does not commence to be harvested out of the cold storage so soon, and after all, what is Thanksgiving without turkey? But perhaps it is the turkey's turn for a Thanksgiving—in which event he is undoubtedly most thoroughly correct.

GOBBLER.

A LONG TRIP AHEAD.

Boston Lyric Company Close Here Today—Bound for Honolulu

A large audience greeted the Boston Lyric Opera Company at the Victoria theatre last night for their production of "Il Trovatore." It was an enthusiastic audience as well, and as the familiar numbers followed one another in pleasing succession the applause that rolled up to the footlights made the artists feel that they were indeed welcome visitors.

In Leonora, Miss Nellie Andrews added new laurels to those gained in "Cavalleria Rusticana." Her powerful yet sweet soprano seems peculiarly adapted to the music of the part, and in the tower scene she achieved a veritable triumph. Scarcely less in favor was Miss Leekly. Her characterization of the gipsy Azucena was a splendid bit of acting. Mr. A. L. Parmley as Manrico made a much better impression than on his first appearance, and his duets with Leonora and Azucena were warmly applauded. Mr. Rockwell was in good voice, and "the Tempest of the Heart" was the best vocalization he has yet given Victorians.

The company closes its engagement in Victoria with two performances to-day. At the matinee "Trebizonde" will be the attraction, and with the clever comedians Col. Thompson has on his roster should be one long laugh from beginning to end.

Exchanges credit Messrs. Kunkel and Henderson with having invested their roles of Cabriola, the circus manager, and Tremolini, his clown, with a new dress and up-to-date specialties, that keeps the audience in a continual uproar of merriment.

Miss Katherine McNell, the clever contralto, has a prominent part in the piece.

For the last appearance here before their long trip to Honolulu and Australia, the management has reserved "Carmen," one of the most notable of operatic creations. A specially strong cast is promised for tonight, "Carmen" enlisting the services of both prima donnas.

Miss Stanton is cast for the title role, and those who have witnessed her dainty acting and have listened to her altogether delightful singing, the mere announcement will be a guarantee of an enjoyable evening. In the role of Micaela, Miss Andrews should find a splendid opportunity for her magnificent soprano.

Mr. Rockwell as the dashing Toreador, and Mr. Hallam as Don Jose, complete the cast. Mr. Hallam is said to give a particularly strong impersonation.

The company leaves to-morrow on the Victorian for Portland, their last engagement before crossing the Pacific.

YACHTING.

Recent Local Contests.

On this subject "One of the Boys" thus writes to the Colonist: "Having seen an article by Bobstay in the Times of October 4 re the local yacht race, please allow me to correct statements which I consider to be unjust in the extreme. I may state that I have been an interested spectator of more than one of the series of races. It has been stated that the first and second races were won by Vrill and Noreen respectively. Mr. Bobstay claims the Gee Whiz won the third. Now the Gee Whiz, I believe, was not entered until the third race and was withdrawn before the fourth. On the other hand she was disqualified by rounding the Brotchie ledge buoy to starboard when the rules distinctly state that it must be rounded to port. Nevertheless the owner of Noreen, like a true sportsman, gave the race to Gee Whiz, which the owner of Gee Whiz, like a gentleman, rightly refused to accept, the result thus giving Noreen two firsts and Vrill one first and one second. Now for the fourth race, which Bobstay claims was won by a fluke. I witnessed this race from the start and followed to the outer wharf, remaining there till the yachts returned, and I wish to inform Mr. Bobstay that the Vrill was practically out-sailed by Noreen before reaching the outer wharf, the Noreen having a lead of about a quarter of a mile to windward, and the Vrill fouling the kelp in no way altered the result of the contest, Noreen being a sure winner. I noticed also that the Noreen did not cut across the kelp by raising her centreboard, which, in my opinion, would have been unwise, seeing that she was close hauled, but sailed clean round, and the Vrill keeping too close got tangled up, causing a delay of two or three minutes, which no doubt will be a lesson to her skipper in future. Now, sir, it is my opinion that throughout the series the Noreen was sailed in a true sportsmanlike manner, and if the owners of the contesting yachts are satisfied (and I believe they are), I do not see why this Bobstay has any right to interfere."

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

Liberalism Expounded.

Hon. Messrs. Mills and Fisher Address a Frigid Gathering at A.O.U.W. Hall.

Alaskan Boundary Question as Viewed by the Minister of Justice.

Hon. Sydney Arthur Fisher, who holds the portfolio of argiculture in the Dominion cabinet, joined his colleague, the Minister of Justice, in Victoria last evening, where he, too, will remain until to-morrow. His visit, more then that of Hon. Mr. Mills, has a direct business object, for inasmuch as the supervision of quarantines is somewhat curiously attached to his department, he is intending to pay the William Head station a visit to-day; in order to acquaint himself with its condition and facilities for safeguarding Canada against the introduction of bubonic plague or other of the scourges of the Orient. He anticipates that important improvements will necessarily have to be made to the facilities of the station, and gives the assurance that nothing requisite to ensure full and adequate protection will be left unprovided for.

Hon. Mr. Fisher has been a somewhat conspicuous figure in the political party with which he is identified during the past fifteen years or more. He was born in Montreal in 1850, and after receiving a liberal education at the High school of his native city, McGill and Trinity College, Cambridge, he returned to Canada to devote himself to the life of a practical agriculturist and the study of public affairs and political economy in his native land. Alva Farm, owned and worked by him, is known as one of the finest in the Eastern Townships, and he has also contributed acceptably to the practical literature of the industry with which his lifetime has been most concerned.

His first appearance in politics was during 1880, when he unsuccessfully contested Brome in the Liberal interest. At the general election of 1882 he was more successful, winning the seat, which he continued to occupy until 1891, when he was defeated at the general election, remaining out of parliament until 1896. Then he retrieved his lost honors with a majority of 333 over the Conservative candidate, Mr. G. G. Foster. On the formation of the Laurier cabinet in July, 1896, he became minister of agriculture. Mr. Fisher has been identified with the temperance movement, and for years has been vice-president for his native province of the Dominion Alliance.

It was a grim commentary on Senator Templeman's assertion that he fully believed the Liberal cause in Victoria to be stronger to-day than ever before, that the very limited accommodation of the A. O. U. W. hall was not more than two-thirds occupied for the public meeting last evening; nor was endorsement found in the fact that during the addresses of Hon. Mr. Fisher and of Senator Templeman the departure of the audience in twos and threes and half dozens left but an insignificant proportion of the original attendance present at the close. Mr. C. E. Renouf, vice-president of the local Liberal Association, was chairman, while with him on the platform in addition to the visitors were Messrs. F. B. Gregory, Dr. G. L. Milne, Alexis Martin, R. Hall, M.P.P., W. H. Langley, Gordon Hunter, Hewitt Bostock, M.P., T. W. Paterson, E. V. Bodwell and Senator Templeman.

Hon. Mr. Mills, the first speaker presented, was cordially received, and devoted himself primarily to a glowing picture of present Canadian prosperity from ocean to ocean, and a recognition of the fact that to develop the Dominion's vast resources, population must be had. He passed from immigration to the subject of the government's anti-election pledges pointing out that while he always had stood as an advocate of economy, economy was not so much to be defined as retrenchment of expenditure, as seeing that the expenditure was made only where a proportionate measure of advantage to the country might accrue. For example, he held that the cost of inaugurating and maintaining the administration of the Yukon had been money well spent. From the secret information at command of the government, it had been led to believe that a large body of men had entered this new gold region, impressed with the fact that the boundary question was in so uncertain a position that they might at an opportune moment take possession of the territory in behalf of the country whence they came. The government had acted on the principle that prevention is better than cure, and had been ready for any possible emergency. Besides, while the government of the Yukon had cost in the neighborhood of $750,000, the district had returned to the revenue of the country $1,500,000, which he regarded as a certain test of the success of the government's policy. As to the statement that the Liberal expenditure would reach $60,000,000 for the year, the statement bore only a semblance of truth, for charges against capital account had been unfairly associated by critics of the administration with current expenses. The fair proportion of such items chargeable would be only the interest and year's proportion of sinking fund.

It was also no more than proper that expenditures should increase, inasmuch as Hon. Mr. Fielding had a largely increased revenue at his command, something like $46,000,000, in comparison with the $34,000,000 available to his predecessor in the office. After criticizing the Senate for interference with the redistribution bill, he continued that while much had been said as to the usefulness of the Senate—with a considerable portion of this he could not agree. He considered the maintenance of the two houses desirable, regarding it as extremely doubtful if parliamentary government could be carried on in Canada with a single chamber. For this reason the government would persist in its endeavor to reform the Senate, without destruction of its admitted usefulness.

Passing next to the Alaskan boundary question, of which he has made a special study, Mr. Mills pointed out that there had been no dispute between Russia and Britain as to the territory to the south of 54.40—all that was admittedly British.

And all that the treaty of 1824 did was to provide for the definition of a boundary between what was admittedly Russian and what was admittedly British territory to the north of this latitude. The treaty in question provided that the boundary should begin at the southernmost extremity of Prince of Wales island, thence following the Portland channel northerly until it struck the 56th parallel. Now, Portland channel did not proceed northerly from this point of commencement, and from other evidence it was clear that it was not Portland channel that was meant at all—but Clarence channel, which complied precisely with all the conditions and provisions of the treaty. Apart from this, the boundary was to follow the summit of the Coast range of mountains, which meant the range nearest the coast—this being the defining line even in the event of the mountains coming to the seashore itself. Only where the mountains lay more than ten leagues from the coast was it provided that ten leagues inland should be the boundary. There were naturally in the interested territory numerous arms of the sea that cut through the bounding range of mountains, and it was a ridiculous proposition in international law to say that where such should occur the boundary should follow the indentations of the coast line—it should, on the contrary, pass from crest to crest of the mountains, preserving the general and clearly expressed intention of the treaty that the mountains should be the boundary. Again, by the treaty each of the interested nations was to have the right to trade between ports in the unsettled waters, or to enter upon them for purposes of repair. Now, if the American contentions were to be accepted as the boundary, going round the frequently occurring arms of the sea, there would be no meaning in this portion of the treaty, for the reason that there would be no water and no ports in the British territory.

The United States had now declined to arbitrate or to compromise. Their representatives said in effect: "We are in possession, and will do neither, as the result of arbitration might probably be that we would be compelled to withdraw." They declined to apply the same principles that they had so strongly urged upon Great Britain in the Venezuelan matter, although it was difficult to see wherein their rights and possessions should be judged any more sacred than the British rights in the Venezuelan case. What the United States offered appeared to be that if all their claims were admitted they would arbitrate the remainder. The American claim narrowed down to one of squatters' claim, and while Canada had no wish to hold territory not properly her own, the Dominion would never abandon her own merely in recognition of a short-term squatters' right.

When in years ago an open effort had been made to have the boundary of the state of Maine so adjusted as to retain to Canada a community or Canadians who had believed themselves within the boundaries of their own country, which country had administered government for them, the great American statesman Webster had ruled equivocally against the entertainment of the proposition—and this ruling if sound, applied with equal force now as to the squatters' community of Americans on the border of British Columbia.

In closing, the Minister of Justice expressed his pleasure at being in Victoria, to become acquainted with its citizens and its conditions, and prophesied for Canada that during the life of the present generation, the Dominion would possess a population of upwards of twenty millions, and become a very conspicuous and important part of the British Empire that all Canadians love so well, and which he hoped would endure while the world lasts.

Hon. Mr. Fisher, who was introduced as the first practical farmer to administer the agricultural department, referred to the prevailing ignorance in the East with reference to British Columbia's agricultural resources, and complimented the farmers of the province upon their showing at the New Westminster exhibition, predicting a rapid development of the industry at no distant date. He also asserted the general and unprecedented prosperity of the Dominion, and stated that Victorians needed not to be told that they have prosperity in their pockets. He then proceeded to cite figures at considerable length touching the growth of trade and revenue. The Yukon charges were dealt with, Sir Hibbert Tupper being assailed for having spoken for six hours on one occasion and for seven hours at another, and not having taken upon himself the burden of a public prosecutor. He held that the Liberal accession to power had been not only of great advantage to Canada, and had in the re-adjustment of the tariff, the advocacy of penny postage, and the furtherance of the Pacific cable, admirably promoted the Imperial union scheme.

While promising not to make a speech (as he noted a general movement in the direction of the doors) Senator Templeman took occasion to refer to the Chinese question as still a very lively one in this province, and to suggest that the two ministers while here should not forget to pay a visit to the quarter, and learn for themselves why British Columbia does not look upon the Orientals as desirable acquisitions.

He then recalled that in the last Labor Day speeches one gentleman had asserted that the government had repudiated its promises to consent to an increase in the head tax. His own declaration in the matter was that the government had not promised to grant the increased per capita immediately, and since Labor Day he had written Sir Wilfrid Laurier and had received his reply to the effect that the head tax on Chinese would be increased. He moved a vote of thanks to the ministers for their addresses.

This was seconded by Dr. Milne, with a few words of compliment to the government for having redeemed its promises on the Manitoba school question, and the audience broke for the doors without waiting for the acknowledgment that Hon. Mr. Mills advanced to give.

FRAUDS ON CUSTOMS.

American Merchants Alleged to Have Sent False Invoices to the Klondike.

Seattle, Oct. 5.—A scandal has been unearthed by Canadian Customs Collector Davis at Dawson, who alleges that a number of the heaviest shippers on Puget Sound have been sending out two different sets of invoices in order to evade the Canadian customs. He received one of the falsified invoices for $22,000, the real value of the goods being $28,000. The discovery was quite accidental, being due to the ignorance of the consignee of the existence of a false invoice. He presented the bona fide invoice and Davis at once saw through the attempted fraud. Roy M. Pike, a customs broker, at Dawson, brought news of the alleged frauds to Seattle yesterday. He says that Collector Davis has sent copies of the false invoices, with a voluminous report and the names of the firms concerned, to Ottawa, and that the Canadian government has ordered an investigation. Pike made the statement that thousands of dollars worth of American goods escaped duties at Dawson in this way, since the goods have been bonded through to Klondike on July 15 last. The news of big seizures of goods sent North on falsified invoices, he says, will come down on the next northern steamers.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

Hon. David Mills In Victoria

Minister of Justice and Student of Constitutional Law and Practice.

Well Informed on the Alaskan Dispute -- Hon. Sidney Fisher Coming Too.

Two members of the Dominion cabinet are guests of British Columbia's Capital City to-day—or rather one notable member of the federal government is now here, while his colleague in the administration is to arrive this evening, and both will probably remain until Saturday morning.

Hon. David Mills, who with Mrs. Mills and his private secretary, Mr. J. D. Clarke, arrived by last evening's Islander, is a gentleman who has won distinction outside the pale of politics, as a profound student of law and an eminent authority upon constitutional questions, first of his own country and secondly of those countries by geographical location or community of interest brought into direct touch with Canada.

He is a man of positive and vigorous individuality—an assertive man who would make his impress upon the life of any country, more particularly a young and growing one. Of Puritan and United Empire Loyalist stock, he illustrates in himself many of the rugged characteristics of the stock from which he springs. He himself is a native son of Ontario, having been born in Kent county in 1831, and beginning life as a school teacher. Subsequently he became superintendent of education in his native county, an office he filled until 1865, two years prior to his first election to the Commons—the first parliament of Confederated Canada. That seat he has held practically continuously ever since, his first signal defeat in the field being at the general election of 1896, when the Conservative standard-bearer, James Clancy, had the high honor of lowering his colors. Shortly after this reverse Mr. Mills was called to the Senate by his Liberal co-workers, who at the same election that had retired him from the Commons, acceded to the control of the affairs of government. Senator Mills was called upon to accept the portfolio of justice upon the retirement of Sir Oliver Mowat to accept the lieutenant-governorship of Ontario. He had previously held a Dominion portfolio, having been a colleague of Alexander Mackenzie as minister of the interior from 1876 to 1878.

Hon. Mr. Mills' career in the law dates from 1883, his admission to the bar being at London, Ont., where he was for some time a member of the firm of Parke & Purdom, although he has practised more recently in partnership with his son. He has served the state in a professional capacity upon many occasions, and has also gained distinction as a writer for the press upon economic, legal and other questions, being the author also of numerous poetical and other contributions to the magazines of high literary standard. His direct acquaintances with active newspaper work was formed in the latter seventies and early eighties as editor of the London Advertiser—his successor in the editorial chair, Mr. Clarke, being now associated with him in a secretarial capacity.

Upon his arrival last evening Hon. Mr. Mills was met at the dock by a deputation of prominent local Liberals and escorted to the Hotel Driard. Later in the evening the Minister and Mrs. Mills were driven to Government House, where they will remain during their short stay in Canada's westernmost city. To-day and to-morrow Hon. Mr. Mills will be at the new post office building from 10 a. m. until noon, when anyone desirous of interviewing him upon departmental matters will have opportunity of doing so. To-night he will be joined by Hon. Sidney Fisher, minister of agriculture, and both will be present and deliver addresses at a public meeting to be held in the A. O. U. W. hall to-night. To-morrow Mrs. McInnes will hold a general informal reception at Government House from 3 to 6 o'clock, to which all desirous of meeting Hon. Mr. and Mrs. Mills are cordially invited. To-morrow evening the minister of justice will be banquetted at the Mount Baker hotel by the members of the Victoria Bar Association, and the following morning he starts upon his return journey—sincerely regretting, as he told a Colonist reporter last evening, that the time at his disposal will not permit him to see more of this Pacific province, of whose great wealth and resources and bright future the world has latterly been hearing much. Not that the prosperity and advance of British Columbia is unmatched in the Dominion. Hon. Mr. Mills maintains that the westernmost province is merely enjoying its share of the general prosperity, an equal measure of which has fallen upon her sisters in the confederation. Quebec, Ontario, Manitoba and the Territories—each is finding fresh fields for the agriculturist, new mineralized areas for the miner, hitherto unthought of opportunities for the manufacturer. In no section is the general prosperity more apparent, indeed, than on the prairies, where Hon. Mr. Mills had the pleasure of seeing garnered a part of the greatest harvest of wheat and oats the wonderful western fields have yet produced. His travels took him as far northward as Yorkton, and he had opportunity of seeing both the Doukhobors and the Galicians at home, finding them all that could be desired in the way of sober, industrious citizens, of whom a new country can scarcely have too many.

The Galicians, he says, appeared to be a class more rapidly adapting themselves to the country, its language, methods, and conditions; while the Doukhobors present an admirable object lesson in cleanliness of person and morals, frugality, industry and integrity. They are vegetarians, strict and uncompromising, and it will be interesting to note whether or not the rigors of their new home will ultimately induce them to partially amend their creed in view of the superior heat-producing qualities of a part-meat diet. Hon. Mr. Mills does not anticipate, with the employment available to them at $1.75 per day in the railway building to Dauphin which Mackenzie & Mann now have in hand, that there need be any apprehension of distress among these new citizens from alien shores during the winter that is now at hand. What the Minister does anticipate is that the Doukhobors as well as the Galicians will become contented and prosperous citizens, and that very many of their countrymen will follow them to their new homes. He further looks for a steady increase in the tide of immigration from the United States where Canadians are learning to realize that there is no land better than their own; and Americans to realize that the supply of public land is becoming small and the wheat-exporting capacity of the country each year more contracted.

It is of splendid interest to British Columbians to remember Hon. Mr. Mills as a public man who devoted his best thought to the problems involved in the Alaskan boundary question long before it came before him in his present capacity as the legal representative of the crown in Canada. It is still a question in the determination of which he feels the deepest concern, and chatting of it to the Colonist last evening he very forcibly illustrated the justice and the soundness of the fundamental features of the Canadian contention. With reference to the American interpretation of the treaty of 1825, for example, he points out that it would be just as common sense to hold that the break in the bounding mountain chain by some insignificant canyon should carry the line indefinitely winding around the country, as to assume that the intention is to follow each insignificant bay and inlet—besides which the arrangement for a reciprocal enjoyment of trading and anchorage-in-distress rights between the British and the Russians further emphasizes the force of the Canadian position.

It is quite possible that Hon. Mr. Mills may avail himself of the opportunity to speak to British Columbians in further detail upon this very live issue, at the banquet to-morrow evening in his honor.

THE RESERVATION TRAGEDY.

Reward of $500 For the Apprehension of the Fiend—No Fresh Developments.

Whatever the police have done in their endeavor to locate the fiendish murderer of Mrs. Agnes Bing just one week ago, must remain undisclosed for the present, as publicity is not desirable during the progress of the case.

It is sufficient to say that all are working well, and that certain red-stained garments that were taken to the station yesterday, being found in a cabin on Humboldt street, may or may not be found to have a material connection with the case.

Yielding to the general demand that a suitable reward should be offered to assist in the apprehension of the master criminal, the provincial government has offered a reward of $500, and this fact will possibly bring a number of private detectives as well as amateurs of Sherlock Holmes proclivities into the field.

While practically all of the best men of the local force are engaged in the pursuit of the criminal in this case, as of the assailants of the late Michael Powers, the patrolling of the city is left to a reduced force of some eleven men.

Although they have not yet done so, it appears to be the unanimous opinion of the citizens that this force should be increased by the departmental heads, at least temporarily, in order that the protection of citizens from further crimes may be assured.

The present of all times would seem to be inopportune for a reduction of the preventive force.

LOCAL NEWS.

General Leave.—The crew of H.M.S. Phaeton were on general leave yesterday and enjoyed themselves in true sailor fashion.

Got Ninety Days.—A court-martial on H. M. S. Phaeton yesterday sentenced Bryant, a stoker, to 90 days for refusing to obey the orders of an officer.

Death's Hand.—The death occurred at the Jubilee hospital yesterday of James Austin, a street car conductor. He was a native of England and 24 years of age.

Again in Trouble.—Fred. Stoddart was arrested last night by Detective Perdue and Constable Walker on a charge of burglarizing the jewellery store of his father, Mr. S. A. Stoddart, on Yates street.

Lamp Exploded.—A conflagration was narrowly averted at the residence of Mr. W. Bryce, corner of Blanchard and Kane streets, early yesterday morning. A lamp which had been placed on the floor exploded without any apparent cause. Mr. Bryce smothered the flames with a quilt but in doing so he had his feet burned.

Seamen's Institute.—The manager of the Seamen's Institute acknowledges with thanks donations of reading matter during the month of September from the following: Mrs. E. Reilley, Mrs. Malpas, Mr. Yeo, Miss Woods, Bishop of Columbia, B. C. Board of Trade, Colonist and Times, daily papers, and other anonymous donors.

May Play Here.—There is a possibility of the Toronto lacrosse players, who came to the Coast to meet the Westminster team, playing a match here on Monday with the Victoria team. A Victorian now in the Royal City is endeavoring to arrange the match and wired down last evening asking whether a team could be got together. A decision will be arrived at to-day.

Happily Wedded.—Two quiet weddings occurred on Wednesday, the contracting parties being Mr. John T. Muirhead, eldest son of Mr. James Muirhead, of Muirhead & Mann, and Miss Minnie F. Dowdall of Ottawa; and Mr. O. L. Charlton of Ruskin, B.C., and Miss Annie Chapman, third daughter of Mr. Richard Chapman of Oaklands. Rev. J. C. Speer officiated at the marriage of Mr. Charlton and Miss Chapman.

Chilliwack Railway.—The supporters of the Victoria-Chilliwack railway and ferry scheme have arranged for a series of public meetings at which the proposal will be discussed. The first meeting will be held in Semple's hall, Victoria West, on Thursday next, and the second at Johns Bros.'s hall, Douglas street, on Friday evening. Meetings will be held during the following week at Spring Ridge and other sections of the city.

Coming Attraction.—The lovers of well produced comedy-drama have much to look forward to in the engagement of "Yon Yonson" at the Victoria theatre on Tuesday evening next. The tour of this favorite play is being directed this season by Messrs. Thall and Kennedy, two of the most enterprising of the younger generation of theatrical managers, and it is promised that the presentation which they make of "Yon Yonson" is better than it has ever been before. The company which they have engaged is headed by Arthur Donaldson, Annie Mack Berlein, Beatrice Norman and E. J. Mack. It is promised that there will be many novelties introduced in the presentation of the play and there have been many new features added. Included in the company are Grace Hazard, Edith Hall, E. Guy Spangler, Clifton Maynard, Sidney Craven, George Lund, William Konst and the celebrated Lumbermen's Quartette.

Cattle Men From Calgary

Strong Demand for Beef Created by Kootenay and Klondike Wants.

One of Last Month's Earthquake Shocks Felt In Cassiar.

A few of the last stragglers from the notorious Edmonton trail are now registered at the Dawson in a party composed of E. C. Keighley, H. Robinson, A. E. Longard and J. H. Brown, all from Athabasca. The party have spent the last summer prospecting on the Liard river. Mr. Keighley says that all in destitute circumstances are now, he thinks, out of the country. The Hudson's Bay posts are at any rate well stocked and starvation may not be again looked for. His own souvenir of the terrible experience passed through were frozen feet. Between McDame and the lower Dease he felt the earthquake which on September 10 shook Skagway. His party had just sat down for lunch under a big tree when the peculiar sensation overtook them, making the trees sway as in a storm. Mr. Keighley says the Cassiar Central Railway Company is taking sail means possible to open up the country.

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A. F. Mannear, W. Grant Mackay and Geo. Sage, of Calgary, are at the Driard, having arrived last evening after a leisurely trip to the coast. They attended both the Ashcroft and New Westminster exhibitions and at the former place were particularly surprised on finding some of the choicest fruit they had ever seen. One of the two owned until a short time before coming to the coast, a large cattle range, and consequently was a contributor to the immense shipments constantly going forward to the old country and latterly to the Kootenay. The stock is generally bought in Manitoba, when a year old taken to the ranges and kept there until they become full grown and ready to kill, and it is these which bring the ranchers from $38 to $50 apiece. Mr. Sage said last evening that this fall there is very keen rivalry in cattle buying about Calgary between a big Manitoba firm and Pat Burns, the two representing the old country and coast markets respectively. The northern and Kootenay markets are creating a better demand for the stock and prices which last year were somewhat low have improved, being now on an average of about $45 a head.

* * *

Victoria hotels last evening accommodated a number of the up-country visitors to the fair at New Westminster, who came down to visit the Capital before returning home. There were staying at the Dominion G. T. Mallery, Geo. E. Welsh, J. N. Moore and Otis Meyers, of Kamloops; W. Hault and J. Brown, Revelstoke; M. M. Woodward, of Lower Nicola, and Mrs. and Miss King of Calgary.

Mrs. W. B. McLennan arrived from the Sound yesterday to rejoin her husband, who has just returned from Dawson. Both are guests at the Queen's.

J. E. Mullindx, newspaper man of Walla Walla, and his bride are spending their honeymoon in Victoria and are guests at the Queen's.

Dr. D. E. McGillivery, of Toronto, has come West to locate in Victoria. He is a guest at the Dominion.

Capt. J. S. Gibson, of the Chemainus mills, registered at the Victoria yesterday.

E. P. Brown, the owner of a saloon in Nagasaki, is staying at the Dominion.

W. R. Robertson, M. P. P., of Cowichan, is a guest at the Victoria.

FAME'S PATHWAY.

The recent reinterment of the followers of John Brown around the grave of their leader at North Elba, in the Adirondacks, was accomplished almost entirely through the efforts of Miss Katherine McClellan, who is one of the greatest admirers of the old abolitionist.

The new director of the St. Petersburg is Lieut.-General Schilder. Thirteen years ago Schilder published a life of General Todleben, and he is now at work on a monster biography of Emperor Alexander I., of which four volumes are completed and 16 more are to follow.

No successor to Dr. E. E. Hale in the pulpit of the South Congregational church of Boston has yet been chosen, nor is it likely that a selection will be made this year. Dr. Lyman Abbott will fill the pulpit in January, Dr. T. R. Slicer on October 29 and Dr. De Normandie and Dr. Hale himself on other dates.

Miss Annie Russell Allen of St. Louis, who has married the Duke of Montefeltro, an Italian nobleman, is the lady who about six months ago broke her engagement with Count Paul Festetics of Hungary, when she learned that he had been making a private but unusually thorough inquiry as to the extent of her fortune.

Twenty-seven years ago Booker T. Washington left Charleston, W. Va., a penniless colored boy and walked to Hampton to try to get an education. When he returned to Charleston recently as the guest of the city he was received by the mayor and officials and was greeted at the opera house by 2,000 enthusiastic admirers.

Dr. John Archibald Fairlie has been appointed lecturer on municipal administration at Columbia university. He was born in Glasgow in 1872, and was graduated from Harvard university in 1895, where he spent two years in post graduate study and as an assistant in history. He received the degree of Ph. D. at Columbia in 1898, and during the present year has served as secretary of the special committee appointed by Governor Roosevelt to determine the future policy of the state in regard to canals.

Healthy, happy children make better men and women of us all. A little care and a little planning before birth is often more important than anything that can be done after. On the mother's health and strength depend the life and future of the children. A weak and sickly woman cannot bear strong and healthy children. Most of the weakness of women is utterly inexcusable. Proper care and proper medicine will cure almost any disorder of the feminine organism. Dr. Pierce's Favorite Prescription has been tested in thirty years of practice. It is healing, soothing, strengthening. It is perfectly natural in its operation and effect. By its use thousands of weak women have been made strong and healthy—have been made the mothers of strong and healthy children. Taken during gestation, it makes childbirth easy and almost painless, and insures the well being of both mother and child. Send 31 cents in 1-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008-page "Common Sense Medical Adviser," profusely illustrated.

Opening of Fall Assizes.

The Trent River Bridge Disaster Subject of an Official Enquiry.

Counsel for Nichol Wants His Case Tried Before Chief Justice.

The full court of assize which opened yesterday morning under the presidency of Mr. Justice Walkem gathers especial interest from the fact that it is the first at which the amended law in relation to the grand jury panel of only thirteen has prevailed—and also the first for trial in this province of an indictment under section 213 of the Criminal Code of Canada, which provides increased protection from the consequences of criminal neglect.

The case referred to is a transfer by change of venue from Nanaimo, and arises out of the Trent River bridge disaster on the colliery railway of the Union Colliery Company—which corporation is now arraigned for having caused the accident through alleged negligence in properly maintaining the bridge in question.

This action, both in its public importance and through the precedent in law which it must necessarily establish, is of course the most interesting case on the docket.

One other—Regina v. Morris—is also not without its general interest, for it is a test of the legal status in this province of what is commonly known as the nickel-in-the-slot machine, the crown raising the point that the machine is a gaming device that attracts players while the chances of winning are in favor of the owner or "house."

This has been a moot point ever since the advent of the machines, and its determination by a jury will be a subject of provincial interest.

The only other case remaining for consideration is that of Regina v. Armour, the defendant being held for the seduction of a girl of fifteen years or thereabouts, under circumstances already related fully in the preliminary police court hearing.

There was yet another locally-originating case on the list, that of Regina v. Leleiver, for circulating what is alleged to be obscene literature. It has, however, been transferred for decision to the Speedy Trials court for disposal on Wednesday next, Mr. Max Leisee's bond for $300 being in the meanwhile accepted as guarantee of appearance.

Under the amended Jurors' Act, a panel of but thirteen appeared for service on the grand jury, one of whom claimed continuous exemption from jury duty.

This was Mr. Edgar Crow Baker, who held that as a member and secretary of the pilotage board, in receipt of a regular salary from the Dominion government, he was clearly entitled to exemption as a public official.

The point taken was sustained by the court, and Mr. Baker was excused.

The twelve remaining jurors all being present were then sworn and entrusted with the two term indictments requiring their consideration, with the information that under the new legislation reducing the panel, it became necessary for but seven jurors to agree in order that a true bill might be returned.

The jury then retired to enter upon their duties, being made up as follows: H. Hirschel-Cohen (foreman), Charles F. Beaven, W. G. Cameron, John P. Elford, Donald Fraser, Thomas G. Fox, Ed. A. Green, George Jeeves, Herbert C. Kent, Geo. Norman, Captain Edward Palmer, and William Thomson.

THE NICHOL CASE.

The grand jury having retired, and before the matter of Regina v. Union Colliery Co. had been called,

Mr. Robert Cassidy asked permission to bring to the attention of the court the present position of the case of Regina v. Nichol, an action for libel brought against the defendant Nichol in his capacity of editor of the Province newspaper.

This case had been heard at the fall assizes last year, a disagreement of the jury resulting. The indictment had then stood over for re-trial in the usual way at the spring assizes in Victoria. On that occasion the case had been mentioned, and on application of the prosecution adjourned. He (Mr. Cassidy) had not been present when the adjournment was asked for, the application being made by his partner, Mr. Davey.

No formal order appeared to have been made on that occasion, but a memorandum in the registrar's book was to the effect that the trial was adjourned, to come before the Chief Justice at the next or at a special assize, this being by the order of Mr. Justice Martin.

Mr. Langley, who appeared as counsel for the defence with Mr. Davis at the original trial, had now notified the prosecution that in his opinion the case does not come on at this assize, and that in any event it must be brought on before the Chief Justice, who had been expected originally to preside at this assize.

If this was to be interpreted as the meaning of the order, it certainly was a most extraordinary one. He felt that the Chief Justice would not be flattered at this persistent attempt of the defendants to pin him to the case; while as for the suggestion of a special assize at the cost of the country for the sole purpose of enabling this defendant to select his judge—it was too outrageous a proposition to be entertained for a moment.

He thought that the interpretation of the order was a matter properly to be brought before the court.

His Lordship agreed that the order referred to was certainly very peculiar, and observed that his brother, Mr. Justice Martin, must have had reason not appearing, for the making of the order in the particular language employed. He would make no comment upon the order, but would consult with Mr. Justice Martin as to the matter.

Of course, it was not to be entertained for a moment that the alleged partiality of the defendant for a trial before the Chief Justice could in any way benefit his case—the Chief Justice being high above suspicion of the slightest variation from the line of duty—but the introduction of the principle suggested would be most pernicious, as enabling any suitor to select his own judge.

REGINA V. UNION COLLIERY CO.

The indictment in Regina v. Union Colliery Co. was then taken up, Deputy Attorney-General McLean appearing for the crown, and the defendant corporation being represented by Mr. C. E. Pooley and Mr. L. P. Duff. The indictment, as stated above, is framed under a new section (213) of the code, which reads as follows:

"213. Everyone who has in his charge or under his control anything whatever, whether animate or inanimate, or who erects, makes or maintains anything whatever which in the absence of precaution or care may endanger human life, is under a legal duty to take reasonable precautions against and use reasonable care to avoid such danger, and is criminally responsible for the consequences of omitting, without lawful excuse, to perform such duty."

In presenting this indictment, the Deputy Attorney-General very briefly outlined the position of the crown. It was alleged that the defendant company had constructed a railway about ten miles in length from their mines to Union Bay, the shipping point. This railway crossed the Trent river by means of a bridge of the Howe truss principle, which, giving way under the weight of a loaded train, permitted it to fall, with the wounding of several of those who had been passengers, and the death of the three persons named in the indictment. The present purpose of the crown was to establish that this accident, attended even by loss of human life, was due to the rottenness of the bridge timbers, and this condition of the bridge to the negligence of the defendant corporation.

Before being asked to plead, counsel for the defence challenged the ability of the Attorney-General to present such an indictment. Mr. Duff in this regard inquired, "was there any specific instruction from the Attorney-General for the presentation of this indictment?"

The Deputy Attorney-General replied affirmatively.

The next point raised by Mr. Duff was as to the validity of the indictment itself. The section of the code under which it had been laid declared that certain circumstances created a certain duty, and that a person neglecting this constituted obligation might be held criminally responsible for the consequences entailed. It would thus be seen that the only criminal responsibility was the responsibility for consequences. Apart from the consequences arising there could be no criminal responsibility whatever, and the section could—as emphasized by Mr. Justice Taschereau—be regarded merely as a defining section, to be taken in the present instance in conjunction with the section of the code defining culpable homicide. In this case, however, the defendants were charged with being guilty of neglect, and then the statement made that the consequence of this neglect was the killing of certain persons—a charge synonymous with manslaughter. On its face, it was an absurdity to charge a corporation with a crime of this nature. The point was indeed so absurd as scarcely to require argument. Again, the last paragraph of the indictment he held to be most ambiguous, as to whether the deaths in question had been caused by the running of the train (a positive act) or through the alleged neglect of the bridge. It did not assert that the deaths had been caused by the specific neglect complained of—for all that the individual showed, there might be no connection.

It was held by the court that in this respect the indictment was sufficiently definite. It asserted that the accident had occurred through the rottenness of the Howe truss bridge, this rottenness being a necessary sequence of neglect in maintenance.

Next it was held by counsel for the defence that the particulars of the alleged neglect should have been set forth—that the charge was altogether too vague and general. This was practically a charge of manslaughter brought against a corporation—a charge of a crime impossible of commission by a corporation.

The Deputy Attorney-General agreed that this was the practical effect of the proposition contained in the indictment, and contended that under the code, the company was liable for this particular species of manslaughter and the attendant penalties.

"But how may a corporation be punished on a conviction for manslaughter?" asked the court.

Deputy Attorney-General McLean held that the code provided a method of punishment in sections 635 to 639, more particularly the latter section. As a corporation could not be imprisoned, a fine was the only recourse.

In reply to the Deputy Attorney-General, Mr. Duff contended that manslaughter being liable to punishment by life imprisonment, the option of a fine would not in this case apply—such an option being allowed only when the maximum punishment is imprisonment for five years or less. He denied the applicability of section 639 in the present instance.

After further argument the court ruled that as section 213 creates a new offence, in the absence of other and more definite penalty provision, the ordinary penalties against corporations must be held to apply. The ruling was therefore for the crown.

The defence declined to plead, and the entering of the plea by the court was thereby necessitated.

The trial of the case was then ordered to proceed at 2:30 p.m.

On the return of the grand jury with true bills in both cases submitted to them for examination,

His Lordship accepted their report and informed the foreman that there was nothing further for the jury. It was their right, however, to visit the various public institutions and make presentment with regard to their condition or upon other matters of public concern, if it seemed wise for them to do so. A terrible crime had within the past few days horrified the community, and it might be possible that the jury would care to suggest wherein the safeguarding of the public might better be conserved—not that he meant to reflect in the slightest degree upon the conduct of police affairs.

In reply Mr. Hirschel-Cohen, foreman of the grand jury, informed the court that the matters referred to had already been discussed during the retirement of the jury. It had been deemed best, however, to offer no suggestions—having in view the scant consideration accorded to the presentments of former grand juries in matters of public welfare and concern. If, however, it was held to be a duty of the grand jury to make such presentment, they were quite ready to comply with the instruction of the court.

His Lordship replied that the matter was one wholly within the discretion of the jury, and there being no further necessity for their attendance, the members of the grand jury were relieved from further duty—to be sent for if again required during the present term of court.

AFTERNOON SESSION.

On the re-assembling of the court in the afternoon, amid confusion seldom seen in a Victoria court, caused on this occasion by the bringing in of the broken timbers of the Trent River bridge, Mr. Justice Walkem read the notes of Mr. Justice Martin made at the spring assizes in respect to the adjournment of the Nichol libel case. The notes were to the effect that Mr. Davey's application for adjournment having been allowed, it was suggested that if Mr. Turner returned within a reasonable time a special assize would be held, but otherwise it would go over to the regular assize. It was assumed that having already been before the Chief Justice it would again come before him, but it was not suggested that he should be vested with sole jurisdiction.

Having read the notes Mr. Justice Walkem said it was plain that the case would come on at the present assizes unless some arrangement was arrived at.

Mr. Langley again held that the agreement was that the case would come before the Chief Justice. He had seen the attorney-general and he had said that a special assize would be held so that the case could come before the Chief Justice.

Mr. Justice Walkem repeated that according to Mr. Justice Martin's notes, which must be accepted, there was no such agreement.

This point having been settled Mr. Cassidy asked Mr. Langley if he would make the same admissions that he made at the previous trial as to the publication of the libel, etc. He was prepared to go on at any moment, but would like to know as if the admissions were not made he would have to send to Vancouver for certain witnesses.

Mr. Langley said he would make no admissions until he had consulted with the senior counsel, Mr. Davies.

TRENT RIVER BRIDGE.

The case of Regina v. the Union Colliery Company, criminal negligence, was again taken up and the work of selecting a jury proceeded with. The crown having taken advantage of the privilege to reject six jurymen and the defence having challenged five, the following were sworn: George Tite (foreman), W. Hazzard, George N. Gowen, Samuel R. Chester, James Dudgeon, Robert G. Sinclair, W. Astley Jones, Thomas J. Dearberg, James Keene, Chas. A. Goodwin, George Keown and Robert Harris.

The indictment, charging the company with criminal negligence, was then read and on a plea being made the judge ordered one of not guilty to be filed. The defence admitted that the Union Colliery Company was an incorporated company, that they built and maintained the railway and bridge mentioned; that the bridge had been built in 1888 and had not been replaced except by repairs.

Deputy Attorney-General McLean in his opening address explained that a corporation was a fictitious party to whom great powers were given. In this case the corporation known as the Union Colliery Company had been given power to mine for coal and build a railway to the seaboard to ship their coal. It was said that a corporation had no soul to suffer and no body to be kicked, but they had a purse. When they did anything wrong they should be punished as well as an individual. He then described the Howe truss bridge, which had been built about ten years ago which had collapsed a year ago while a coal train was passing over it. With the exception of one, all those killed were riding on the locomotive. But on some occasions a passenger car was attached to the coal train.

Mr. Pooley corrected Mr. McLean. A passenger car was never attached to a coal train, according to his information.

Mr. McLean stood corrected. However, a passenger train passed over the bridge twice a week. The question for the jury to decide was whether the bridge was rotten. A number of witnesses would be called including two men who were at work under the bridge. He would also call a man who was on the tender and the engineer, who had examined the bridge.

The first witness was Enoch Walker, a laborer, of Union, who told of the existence of the railway from the mines to Union, the Trent River bridge and trestles. On the day of the accident he was working in the Trent river removing a breakwater. He was doing nothing to weaken the foundation of the bridge, the breakwater being a foot away from the bridge and composed of rocks and dirt. The work they had commenced the day previous. As the train came along he moved from under the bridge, fearing that coal would fall through. The train came along slowly and as the locomotive reached the centre of the Howe truss bridge the span parted. The train dropped straight down. He ran down the river and upon returning found the engine in the bed of the river and the cars on the bank. He saw Hugh Grant, Miss Grieves and Miss Horne taken out of the wreck. They were alive but Miss Horne died that night. Later Richard Nightingale and two Japs were taken out. They were both dead. The train commenced to drop slowly, but gained speed. The engine was backing down from the mines. The train was running slowly and smoothly until it commenced to fall.

To Mr. Pooley—I was a brother of the engineer and used to wave my hand to him as he passed. I was 40 feet below the bridge when the train fell. The bridge was 25 feet high. The engine, tender and three cars, he guested, were on the span. I saw the engine there. I am very short-sighted and cannot distinguish the jurymen in the box. I could see the engine on the span. As soon as I heard the crash I ran down the river and therefore only saw the train start to fall. I do not recollect stating the night after the accident that I heard steam put on as the train approached the bridge.

Mr. McLean having commenced to examine the witness on an entirely new question, Mr. Pooley objected. He had often heard His Lordship object to evidence being taken piecemeal. The crown should not do this.

His Lordship said it was rather confusing, but it might occur on the other side as well.

In answer to Mr. McLean the witness said: I looked at the timbers after the accident and picked up a piece of wood like the piece produced. I gave it to the court at Union, but do not know what was done with it.

The witness having repeatedly been asked to speak up and not complying with the request, Mr. Justice Martin finally told him to take his hand off his mouth.

This brought the sharp reply: "My hand isn't on my mouth."

The witness was warned against impertinence and threatened with imprisonment for contempt.

Continuing his evidence the witness said the piece of wood he picked up was rotten.

To Mr. Pooley—I picked the piece of wood off a stringer close to where I was working. It was not from a rotten pile, but from a stringer of the bridge.

William Bell, who was working with the last witness at the time of the accident, was the next witness. They were about to tear down a breakwater for the purpose, he believed, of building a new bridge. The logs in the breakwater were naturally rotten, but that would not interfere with the bridge. He could walk nearly as fast as the train was running. It had no trouble on the trestle. He did not see, but thought that there were four cars on the Howe truss bridge.

Mr. McLean wanted the witness to give his opinion of the cause of the accident, but Mr. Duff, who appeared with Mr. Pooley for the defence, objected, and the objection was sustained.

Before the accident, witness continued, none of the cars had left the track. He examined the timbers and found that they were rotten, some crumbling up like flour.

A number of photographs of the bridge and the wreck were produced and identified by the witness.

Witness, continuing, said passengers were carried on the line, a passenger car being attached to the train, he believed on Wednesdays.

To Mr. Pooley—I merely guessed that there were four cars on the bridge.

Hugh Grant, the fireman who escaped from the accident, was next called. He had been on engine No. 4 from the time it arrived in May until the accident in August, 1898. No. 4 was a heavier engine than had been previously used. On the morning of the accident there were twenty coal cars and a lumber car in the train. There were eight persons on the locomotive and two on the cars. Wednesdays and Fridays a passenger car was attached to the train. He was standing on the tender as they approached the bridge on the morning of the accident. He could see the track ahead and there was no unusual jolting. The train was not running as fast as usual and had not gone off the track when the bridge gave way. Engineer Walker had been on the line since the mine started, and was an experienced engineer. Six were killed in the accident and one died afterwards.

The witness was not cross-examined.

Matthew Piercey, a bridgeman, who was on the ill-fated train, being on the last coal car, gave similar evidence to that given by the last witness. He noticed nothing unusual until he saw the engine going through the bridge, when he jumped off.

To Mr. Pooley—In my opinion the train was running six or seven miles an hour. I did not hear any crash or feel any unusual jolting.

Dr. Bailey, of Union, gave formal evidence as to the death of the victims of the accident, after which the court adjourned until 10 this morning.

Pretty Autumn Wedding.

At Which Mr. David Miller and Miss Jean Hutcheson Link Their Fortunes.

St. Andrew's Church Prettily Decorated for the Occasion—Choral Service.

Fragrant flowers and the smiling faces of friends everywhere—this was the picture within St. Andrew's Presbyterian church last evening, while out-of-the-doors a crowd of disappointed well-wishers of Mr. David Miller and his bride lamented their inability to gain admission.

The ceremony was performed at 8 o'clock by the pastor of the church, Rev. W. Leslie Clay—the groom being favorably known to everyone in the Western province, and his bride, Miss Jean Cleland Hutcheson, being the only daughter of the late James Hutcheson—also the central figure of a large circle of acquaintances.

For the ceremony that terminated her period of girlhood, the bride (who was given away by Ald. Charles Hayward) wore a gown of ivory Duchesse satin, draped with chiffon and real lace—which with the veil was fastened with orange blossoms and jessamin.

The bridal shower bouquet was of pale pink roses and maidenhair ferns, the gift of Mrs. McInnes, wife of the Lieutenant-Governor.

The duties of maid-of-honor develved upon Miss Hayward, who was dressed in white silk over pale green, and who carried a bouquet of white carnations and ferns.

Mr. F. A. Bennett was groomsman.

At the organ Mr. G. J. Burnett presided with musicianly efficiency, the entrance of the wedding party being to the strains of the magnificent march from Lohengrin, which was merged in the equally familiar and apropos hymn, "The Voice That Breathed O'er Eden," sung by the full choir of the church. Mendelssohn's bridal march ended the ceremony.

The church was elaborately and most tastefully decorated for the auspicious occasion, the work of beautification having been assumed by the friends of the bride. Their artistic labors were crowned with eminent success, palms, ferns, sweet peas, ferns and roses being the floral factors chiefly contributing to the picturesque result—with pink and white as the prevailing tints.

On the conclusion of the ceremony at the church, a reception was held at "Ardigon," the residence of Mrs. Hutcheson, where many friends attended to present their congratulations and good wishes for the young people.

REPORTED SALE.

English Syndicate Said to Have Secured Macaulay's Tram.

It has been rumored several times this past summer that Norman Macaulay had sold his White Horse tramroad and each of these rumors have proved unfounded, says the Klondike Sun. Now comes the report on the Joseph Clossett that the sale of this property has actually taken place and that English capitalists have paid $41,000 for it. This is hardly probable but is possible. Norman Macaulay, last spring, paid more than this price for the Hepburn tram alone. Such a sale may mean considerable to this country or little. If the railroad builds through to a point below White Horse early next spring, then this tramroad is practically dead property. If not, then this tram becoming the property or falling under the control of any one transportation company we will be placed at their mercy, and like the cable in the Five Fingers, be open to the sole and only use of this one monopolistic corporation. The one thing that this country must avoid is a monopoly of any line of business. We have had experiences at the hands of people and companies who controlled the situation completely, and paid dearly for it, and now every man in this territory and our Yukon officials should watch with a jealous eye that this does not happen again.

Podsnip, (meeting elderly person)—By Jove! is it possible! My old schoolteacher. By the way, do you remember that you said when I was in your class that I'd die on the gallows?

Elderly Person—Well, you're not dead yet.—Philadelphia Plain American.

LOCAL NEWS.

(From Thursday's Daily Colonist.)

Will Celebrate.—Nanaimo has undertaken to hold the Societies' Day celebration in that city next year.

Winter Mails.—During the winter only letters will be carried to points on the Yukon by the postal authorities, and the last newspaper and parcel mail goes today.

A Stray Carrier.—Mr. W. A. Ward has received word from his brother at Nicola to the effect that a carrier pigeon had arrived there with a note, the writing, however, being illegible.

Football.—There will be the usual Thursday practice this afternoon at the Caledonia grounds, and members are urgently requested to turn up, in view of the approaching match against the Navy on October 14.

On Trial.—A courtmartial is being held on H. M. S. Phaeton, the defendants being Miller and Booth, seamen who are charged with attempting to desert and striking and using insulting language to an officer.

Small Blaze.—The fire department was called out shortly before 1 o'clock yesterday for a roof fire at the residence of Mr. J. Keown, corner of Douglas and Discovery streets. It was caused by sparks from a chimney. Very little damage was done.

Board of Trade.—The regular quarterly meeting of the British Columbia Board of Trade will be held on the evening of Friday, October 13. Any member desirous of bringing business before the meeting is requested to notify the secretary.

Public Meeting.—At the public meeting to be held on Friday evening in A. O. U. W. hall to discuss the Port Angeles ferry proposal some rousing speeches will be made. Special arrangements are being made for the accommodation of ladies.

Sale of Work.—The Ladies' Aid of the First Congregational church will hold a sale of work, high tea and concert in Temperance hall, Pandora street, to-day. The sale will be opened by Hon. A. E. Smith, United States consul, at 3 o'clock. High tea will be served at 5, and the concert will take place in the evening.

Getting Ready.—It is expected that the district officer commanding will inspect the Fifth regiment on October 21 and in preparation for this frequent battalion drills are being held. The first took place last evening and a second Tuesday evening at 8. The dress is drill order, the staff and band being excused. Capt. Lampman having returned from the East will resume his duties as paymaster.

Judges' Charts.—Mr. Justice Martin has presented to the British Columbia Law Society a chart of the judges of the colonies of Vancouver Island and British Columbia and the province, prepared by himself. It gives the dates of their appointment and retirement or death and is very useful to lawyers. The Benchers passed a vote of thanks to Mr. Justice Martin at their last meeting and decided to have the chart printed in the next report.

Wire From Dawson.—The telegraph line to Dawson is probably in operation from Skagway to that city at this time. A Victorian who came home a few days ago, while on the way up river by the Victorian, sent a message to his wife in this city from the end of the wire, which was then sixty miles south of Dawson. At the rate of progress then being made those in charge of the work expected to reach Dawson in about two weeks. The date the message was sent was September 14th. It was delivered in Victoria on the 21st September. The cost was forty cents per word.

Donations Acknowledged.—The managers of the Old Women's Home return thanks for the following donations received during September: Mrs. Carne, sr., peaches; Mrs. Hamilton, vegetables; St. Andrew's Young People's C. E., flowers; Mrs. Goodacre, fruit cake; Mrs. Morley, vegetables; Mrs. Durham, vegetables and apples; Mrs. Lumey, cake and preserves; Mrs. Edward Dickinson, fruit and reading matter; Mrs. Fern, vegetables and fruit; Mrs. Bechman, apple jelly and raspberry vinegar; Colonist and Times, daily papers.

Failed to Heed the Lesson.—In the city police court yesterday Edward Hodges was again in the prisoner's dock—this time for an actual assault upon his wife, from whom he has been for some time separated. Hodges had only recently completed a term of imprisonment for threatening the life of his wife, and at the trial in that instance declared that his words had not been idly spoken. One of his first acts on re-securing his liberty was an assault upon the woman who bears his name. He was given five months at hard labor without the option of a fine.

Harvest Festival.—The annual harvest thanksgiving services will be held to-day in St. James church. There will be matins and holy communion at 10, and full choral evensong at 8, when a special sermon will be preached by the Ven. Archdeacon Scriven. The choir being assisted by many kind friends, will render the following music:

Processional—382.
Special Psalms—LXV, CXLVII and CL.
Magnificat—In D .....Ferris Tozer
Nunc Dimittis—In D .....Ferris Tozer
Anthem—"O Lord, How Manifold" .....Sir J. Barnby
Hymn—381.
Hymn—388.
Special—"Te Deum" .....J. T. Field
Recessional—379.

Boston Lyric Company.—It is to be regretted that after giving two such meritorious performances that they did on Monday and Tuesday evenings that the Boston Lyric Company should have given such a poor representation of "Cavelleria Rusticana" and such a vulgar one of "La Belle Helene," that they did last evening. The company are capable of far better work and they have an excellent opportunity of redeeming themselves in the "Bohemian Girl" this evening. The applause last night was most enthusiastic and recalls were very frequent.

The Opportunity of the Season.—The greatest opportunity that has been presented since the inauguration of the Esquimalt & Nanaimo railway is set for next Sunday, when an excursion will be run from the city to Duncan and return for only fifty cents—a special promenade concert by the fine band of the Fifth regiment being the attraction at the mid-Island town. The trains leave the Store street depot at 9 a.m. and 2 p.m., and as bicycles or dogs will be carried free, passengers are quite at liberty to enjoy a spin over the famous good roads in the vicinity of Duncan or put in a day's shooting inexpensively anywhere along the line—for the cheap excursion tickets will permit of a stop-over at any intermediate point. That there will be an immense crowd for the excursion is naturally to be expected.

Harvest Festival.—The harvest festival service at St. John's church was repeated to an interested congregation last evening, the elaborate and very beautiful decorations still remaining in place, and the music under the direction of Choirmaster Ross Monro and Organist A. Longfield being of a high order and much appreciated. This morning and evening the festival of the ingathering will be observed at St. James' church, the decorations being on a larger and more thoroughly artistic scale than any attempted in several years, and some exceedingly attractive incidental music being provided for.

Ball Players Away.—The Maple Leaf baseball team were passengers for Vancouver by the Islander this morning. They will play a Vancouver team at New Westminster to-day.

Initiation.—At the regular weekly meeting this evening of Columbia lodge No. 2, I. O. O. F., a candidate will be initiated into the mysteries of Odd Fellowship, the degree team of the lodge officiating.

Still Improving.—Word comes from the Lenora mine, Mount Sicker, that the workmen are now 16½ feet into the great ledge of ore, and not yet through it. Many interested mining operators are preparing to take advantage of next Saturday's excursion, and pay a visit to the mine.

More Commodious Quarters.—After very many years' location farther down Johnson street, A. A. Aaronson has removed his business premises to the corner of that thoroughfare and Broad street. He is making great improvements in his show rooms, and will continue to cater to the demands of patrons in all his former lines.

Ministers Coming.—Hon. David Mills, minister of justice, and Hon. Sidney Fisher, minister of agriculture, were in New Westminster yesterday, attending the opening of the provincial exhibition. They are expected here this evening, and to-morrow night will address a public meeting in the A. O. U. W. hall. On Friday evening Mr. Mills will be a guest at a banquet to be given by the Victoria Bar Association at the Mount Baker hotel.

Annual Tea Meeting.—The annual tea meeting of the Centennial Methodist church was held last evening and largely attended, many from the Metropolitan church being present. Several addresses were given, in addition to instrumental and vocal music, readings, etc., which formed a more than usually interesting programme. Refreshments were of course served, and the entertainment went on record as one of the most successful ever held.

CUSTOMS RETURNS.

Yukon Passes Contribute Heavily to the Collections of the Month.

September has been another good month in the Victoria custom house, while the collections taken on the Yukon passes have exceeded those of August by over $6,000. The imports by the passes for the past month were as follows: Free, $4,065; dutiable, $141,831. The complete returns are as appended:

	Victoria.	The Passes.
Duties	$84,791.22	$33,154.30
Other revenues	2,896.05	6.72
	$87,687.27	$33,161.02

EXPORTS.

Produce of Canada	$1,426.6
Not produce of Canada	40.17
	$1,466.83

PROTESTANT ORPHANAGE.

Monthly Meeting of the Ladies' Committee Held Yesterday Afternoon.

The usual monthly meeting of the ladies' committee of the B. C. Protestant Orphanage was held at the Home, Hillside avenue, yesterday afternoon. The lady president, Mrs. McCulloch occupied the chair. After routine business a letter was read from the Rev. Canon Paddon (on behalf of Mrs. Horn) requesting that the five children of Mrs. Horn should return to the mother's home. A special committee on this matter reported that the mother was a confirmed invalid, and dependent upon charity for support and therefore unable to properly look after her children.

It appearing, however, that the Canon was determined to have the children and was threatening legal proceedings, it was, after considerable discussion, agreed to grant the request. The report of the visiting ladies stating that four additional children had been received during the month and that the kindergarten school under Miss Glover's careful attention was in a satisfactory condition, was received and filed.

The report of the matron showed the number of inmates, all well, as sixty, forty-five of whom were attending the public school.

The following donations for September were thankfully acknowledged:

Mr. Edwin Johnson (Corfield, B.C.) box of pears; Mrs. Alex. Wilson, clothing; Mrs. J. B. Lovell, jam; Mrs. Rant, box of plums; Mrs. Leitch, clothing; Mrs. McNeill, clothing; Mrs. A. W. Belyea (Saanich road), box apples; Mrs. Pinsbury (Corfield), box of pears; Mr. J. Mc Haynes, two boxes pears and box of butter; Ladies' Aid, First Presbyterian church, cakes; Mrs. W. J. Smith, clothing and boots; Mrs. A. R. Milne, clothing; Mr. Fisher (Metchosin), three sacks potatoes, one sack vegetables; Mrs. Vigor, clothing; Mrs. T. Earle, clothing; St. Mark's church, Salt Spring island, three sacks of vegetables and four boxes fruit; Mrs. Jackson, clothing; Mrs. J. Cochrane, clothing and boots; Mrs. Milne, clothing and hats; Mr. J. Cotsford, further repairs to furnace; Mr. R. E. Knowles, milk daily; Colonist, Times and Globe Publishing Companies, daily papers; A Friend, apples.

The University of Strassburg is another German institution which has decided to admit women to its lectures. The head of each department is to be allowed to do as he pleases in regard to the matter.

A few weeks ago work was begun in Milan on the renovation of the facade of the Cathedral, the completion of which will cost $4,000,000. The builders will follow the plans made fifteen years ago by Giuseppe Grentano, who won the prize over 120 competitors, and who died shortly after his triumph. The plan was then deferred to allow the funds to grow, an attempt will be made to remove some of the inconsistencies of style due to the fact that it took four centuries to complete the Cathedral.

And Still No Solution.

Many Theories But No Arrests in the Indian Reserve Murder Case.

Dr. Dumain and Miss Harris Again Visit the Scene of the Crime.

The police have exhausted almost every expedient to bring to justice the murderer of Mrs. John Bing, but so far without success. They were as far from a solution of the mystery last night as they were on the morning that the body was found. One thing, however, they have learned and that is that there were no strange Indians on the reserve Friday, who are not still there, so that if Indians committed the crime and immediately left they must have just arrived on the reserve when they met their victim. In the meantime women are keeping closely at home at night, only venturing out when accompanied by escorts and the police are still working on the case. They have had many theories presented to them, each of which has been carefully considered and worked out.

As to responsibility for policing the Indian reserve, Chief Sheppard said yesterday that he considered it within his jurisdiction, and that in the present case he had worked in harmony with the provincial force. However, no city officers patrol the reserve and except when men are sent there on special duty there is no police protection in that district. For many years the Dominion government paid an officer to see to the enforcement of law and order on the reserve but this was discontinued some time ago.

The funeral of the victim of the awful crime took place yesterday afternoon from the family residence, Russell street, Victoria West, in the presence of a large number of sympathizing friends. The Rev. Mr. Fraser officiated there and at Ross Bay cemetery, where the body was laid to rest. The following gentlemen acted as pallbearers: James Muirhead, Capt. Bucknan, N. Cunningham, W. Mable, W. Bowden, W. Peddle.

The circulation of the news that Agnes Harris, the psychological "sensitive," would again endeavor to trace the identity and whereabouts of the murderer of Mrs. Bing, attracted a small party of morbidly-curious or otherwise interested citizens to the scene of the murder yesterday afternoon—but only to be disappointed.

Miss Harris was there, accompanied by her mother and Dr. Dumain, but there was no demonstration—as the Doctor asserted an aversion to notoriety, and claimed, too, that the "sensitive" could not work properly with the presence of persons not of the elect.

It is very interesting to those who have endeavored to penetrate the outer shell of the great mystery of mental phenomena, to note that Dr. Dumain himself does not venture to assert that Miss Harris was proceeding in her experiment along clairvoyant lines—she was his "subject," and he exercising direct mesmeric control.

He says that he will doubtless try with her to again follow the case possibly during the night in order to avoid a crowd and as the crime was of night commission; and before making any announcements as to results will verify the discoveries by a similar experiment with another—a male—subject.

According to the generally understood interpretations of hypnotism and mesmerism, the chief difference between the two is that the mesmeric subject understands and remembers when restored to the normal condition as well as while mesmerized the incidents and acts of the mesmeric period—the hypnotic subject on the other hand remembers nothing and is sensible of nothing, from the time of the abandonment of individual will until its recovery by grace of the hypnotist.

In both hypnotism and mesmerism ancient and modern writers declare it to be an impossibility for the subject to receive an impression that has not been projected by the controlling operator.

It would therefore be interesting to scientific investigators, and very much to the point as well, if Dr. Dumain would in the present case inform the public how he is able to impress upon the mental retina of Agnes Harris, the detailed and connected picture of the murder of Mrs. Bing, and the flight of the fiendish assailant—which picture it is his desire as a scientific investigator to establish as an actual mirror of the tragedy of last Friday night. And if the Doctor by occult science or otherwise can transmit this description why trouble with his sensitive subjectt.

The Doctor is well known in spiritualistic circles here, and has his home at the residence of Mme. Heller on Pandora street. He was brought before the public with a measure of prominence not long ago, when Mme. Heller's daughter, Katie Bruno, was found drowned near the Dallas road under circumstances over which there yet rests a veil of mystery.

Doctor Dumain on that occasion was one of the first to suggest a line of action to the police, producing a soldier's uniform, which he had found in the bush near the body of the unhappy girl—his view on which he wished Superintendent Hussey to proceed being that the owner of the uniform had been in some way connected with the girl's death.

This was subsequently established as erroneous.

Late last night Dr. Dumain and Miss Harris repeated the performance of the previous day.

Coxey, the leader of the army of tramps that marched on Washington a few years ago, has made a fortune out of a Missouri zinc mine, and will go out of business as a political leader. The New York Tribune remarks: "It is a relief to get rid of Coxey on any terms, and as affluent Fortune has emptied all her horn on him it would be a good thing if she were now to drop it over him as an extinguisher."

THE SCOTSMAN'S CREW.

Montreal, Oct. 5.—(Special)—The first of the cases against the crew of the Scotsman charged with robbing passengers has begun. It is very slow work. Richard Darrell, steward, was first called. Frank Westerton, of the "Sign of the Cross" Company, Miss Dunnell and J. J. Sandeman recognized some of their property in possession of the accused. The cases were adjourned.

Homeward Bound.—Word has been received from the leader of the opposition in the local house, ex-Premier J. H. Turner, that he will leave London for home on the 19th instant.

Solution.

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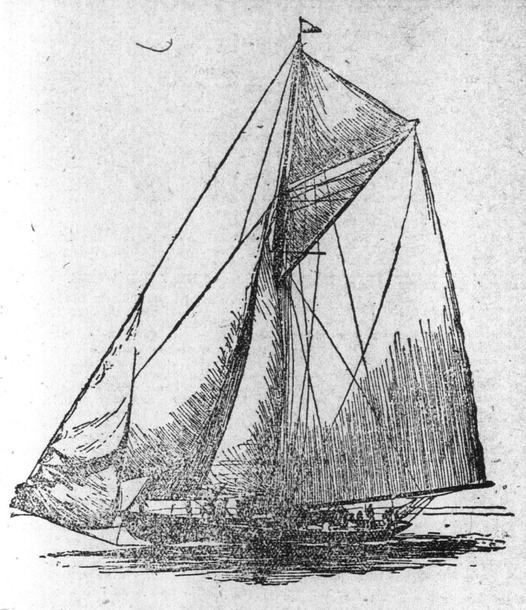
Great Yacht Becalmed.

Shamrock Led Four Miles From Finish When Allotted Time Expired.

Critics Say Contestants Well Matched But Wind Favors Columbia.

By Associated Press.

New York, Oct. 3.—As the sun set like a ball of fire behind the Navesink hills and the sparkling stars came out into the flawless heavens this evening, the largest crowd of sightseers and yachtsmen which ever sailed down by Sandy Hook to witness the attempt of a foreign cup-hunter to wrest from America the yachting supremacy of the world, return to New York crestfallen and disappointed. The winds from the waves of ocean had proved too light and shifty, and the first race of the international series of 1899 between the two greatest racing machines ever produced by England and America degenerated into a drifting match and had to be declared off because neither rould reach the finishing line in the time allotted by the rules.



CHALLENGER SHAMROOK.

To avoid such winds as occurred today, in which luck and not the crew and yacht win, the rules provide that if one or the gladiators does not finish within five and a half hours the race is declared off, so that at that time this afternoon, when the yachts were still four miles from home, with the Shamrock leading by a quarter of a mile, the committee declared that there had been no race. The yachts were then taken in tow by their respective tugs and brought back to their anchorage inside Sandy Hook.

The clean-limbed racers had sailed out this morning fresh for battle, but the sea had refused them a field of conflict. Under the rules the first race is now postponed for two days, or until Thursday. The day promised wet at first. The sky was smirched with a few dirty clouds, but clear enough, so that the thousands of spectators who lined the Jersey shore could see almost every foot of the course. The waves were crested with white-caps here and there, and a fairly fresh breeze blew out N. N. E., but after the American defender Columbia and the challenger Shamrock had crossed the line, the wind turned fluky and variable, and the race was a fizzle almost from the start.

But the fluke to-day gave the yachting sharps and the spectators much to think about and some surprises. The Columbia is undeniably the prettiest boat. She is tall, stately, with graceful lines and towering masts. The Irish boat, with her broader beam and longer base line, looked slower and heavier. Perhaps her green color makes her look clumsier as if she were forced through the water, while the slim Columbia pierces it like a rapier.

Though indecisive in every respect as to the abilities of the great rival single-stickers, to-day's race indicates that the Irish boat with her English skipper and Scotch crew, is the ablest sloop ever sent across the Atlantic in the hope of lifting the 100-guinea cup which America brought back 48 years ago and has since been successfully defended against the world.

During the five and a half hours' sail the Shamrock was thrice ahead, and twice the Yankee yacht showed the way. For the first ten miles Shamrock, then for five Columbia led, for 45 minutes following Shamrock, then for three hours Columbia, and for the last hour and a half it was Shamrock that led the way. The breeze blew as high as 12 knots an hour and as low as three, and shifted about through eight points of the compass. Each in turn beat the other running before the wind and was in turn beaten by the other, so that many of the experts who saw the yachts sail to-day are disinclined to believe that there is a pin to choose between them.

But when the race is closely analyzed it is apparent that the Columbia showed her superiority at every point of sailing, running, reaching and beating whenever the wind freshened, and that it was only in the lightest of airs that the Shamrock could make headway against her.

Both had their share of good and bad luck. The Columbia had the better of the wind on the run down to the mark, beating the Shamrock 2 minutes 43 seconds, while in the beat home, after increasing her lead to over a mile at one time, the Shamrock overhauled the Yankee and was a quarter of a mile ahead when the time allowance expired.

The feature of the race which pleased everybody most was the perfectly clear field which was maintained. For the first time this year the government took in hand to prevent a repetition of the unfortunate occurrence which marred the previous race, where the accompanying excursion boats in their frenzied eagerness to let nothing escape of the beautiful spectacle, crowded down upon the racers until their backwash impeded their progress through the water and caused Lord Dunraven to file his famous protest. The government was determined this year that the course should be protected against unofficial trespassers. A flotilla of revenue cutters and swift torpedo boats flying red barred white flags guarded the course, keeping excursion steamers, yachts and tugs at perfectly safe distance from the canvas clouded racers. On the way down they maintained their parellel lines a mile apart, two line fences through which not one vessel was allowed to show her nose. The broad expanse of sea was without wave or swell.

When the yachts were on the starboard tack the torpedo boats were in column in the same course and the revenue cutters far behind the yachts, thus forming a right angle in the hollow of which the yachts sailed without embarrassment. When the yachts changed course each vessel of the patrol fleet simply altered the direction of the moving angle and kept the excursion boats fenced off. It was only toward the close, when the hope of finishing the race was given up, that the excursion boats crowded about the ends of the patrol lines, many of them making straight for home.

The course was laid fifteen miles dead before the wind and back again. The direction of the wind carried this course south west from Sandy Hook lightship almost straight down the Jersey coast to a point off Asbury Park where the white float with a red ball was placed to mark the turning point.

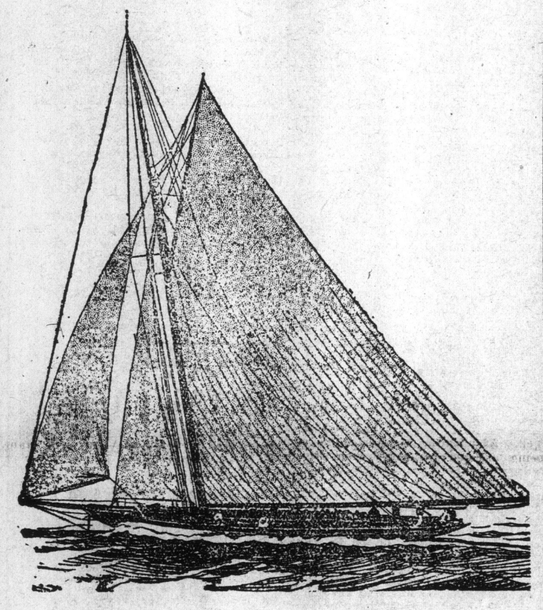
Columbia was admirably handled throughout the race. Though Shamrock was first across the line by 43 seconds, Columbia's Deer Island crew of Yankees wearing picturesque watch caps in Iselin's colors were so much handier than their Scotch rivals that they had Columbia's spinnaker and balloon jib set first by three minutes. The spectators marvelled at the cloud of canvas the big yachts carried. The twin balloons with their following wind lifted Columbia along like a great gull in a ten-knot breeze and carried her in ten minutes past Shamrock, but when the wind died to six knots as it did within a few minutes Shamrock forged steadily ahead until in 35 minutes she led by 200 yards. The sudden haul of the wind to north north west reached Columbia first. The big spinnaker was taken in, her mainsail was partly jibbed and she passed Shamrock as if the latter had been moored to the wharf. Columbia gradually edged over toward the Jersey coast with the intention of getting the wind again and running straight before it.

The move was successfully accomplished after crossing Shamrock's bow, but just as the spinnaker was set aboard Columbia the wind canted to the northeast again, and left her with her cloud of canvas shivering like a collapsed balloon. Shamrock had started to follow Columbia's tactics. Twice she lowered her spinnaker boom as if to break out as they beat to windward, the water new quarter, she jibbed her main boom instead and reached straight for the mast. Although the move of Columbia had been successful it was an unfortunate one, and she lost several minutes by holding on to her immense canvas in the vain hope that the wind would shift back again, but when she did change her sail she made up for lost time by outfooting her rival. She seemed to skim over the water, scarcely making a ripple where she entered and leaving a wake of foam behind her.

Shamrock made more fuss forward and dragged a wave after.

Columbia was first to the mark, and as she rounded the boat the excursion fleet gathered there to greet her, unbottled their enthusiasm and gave a thousand whistles. The fleet also saluted Shamrock as she swerved around two minutes and one second later. On the beat home against a head wind, Columbia showed her heels to the Irish boat unmistakably while the wind held. Time after time Shamrock tried for the weather gauge, luffing, squeezing and pinching until her head sails trembled, but without avail. Columbia not only held ahead, but footed tack after tack.

The yachts were a beautiful spectacle the big sail, but as the wind blew in the sliding swiftly back from their shark-like bows. After the Columbia had gotten a mile ahead and the yachts were away over under the Jersey shore, the wind again failed, and this time Shamrock drew gradually ahead. After that Shamrock was never headed, but from that time to the finish Columbia had nothing but bad luck.



DEFENDER COLUMBIA.

ODDS FAVORED COLUMBIA.

New York, Oct. 3.—Betting on the Shamrock-Columbia race was quite brisk on the Stock Exchange to-day although wagers were for the most part small. Odds favored the cup defender, the ruling price being 10 to 5.

COMING TO VICTORIA.

Winnipeg, Oct. 3.—It is announced here to-night that Sir Thomas Lipton, owned of Shamrock, will visit Winnipeg, Vancouver and Victoria before he returns to London. It is understood he will be accompanied by a prominent Montreal merchant and will remain on the Pacific Coast for a week.

DEAF MUTE SCHOOL.

Success Attends the First Efforts Made to Teach the Little Ones.

Since the opening of a class under Miss Merritt in the A. O. U. W. hall for the teaching of deaf mutes, quite a number of Victorians have manifested an interest in the good work commenced. Miss Merritt and her class occupy a room in the upper part of the hall, and for the benefit of a number of visitors yesterday demonstrated in a measure the success which has attended her efforts in the short time the children have been under her instructions. On a small carpeted platform toy mice, dogs, cats, etc., were placed in a row, with their names in big letters opposite. Children stood before this, and with Miss Merritt's assistance would call out the letters, naming afterwards the thing it spelled. Day after day drilling has educated the little ones to a sense of articulation, till now there seems no reason why the youngsters in years to come may not be able to talk quite perfectly. They are also learning to hear, to sew, to write, etc., with an aptness that is surprising. There are four of these children at present receiving instruction from Miss Merritt, as bright, barring their physical imperfections, as any children in town, but there are six known to be in the city, and this is the number which constitutes a country school. Notwithstanding this, however, and that there are evidently many other deaf mutes in the province, the government refuses to grant any appropriation for a school, and now, as the city council have referred Miss Merritt's request for assistance to the school trustees, she hopes that at least the necessary support will be forthcoming. Superintendent Eaton has already taken a deep interest in the work, and no doubt when the matter comes formally before the school board he will have something to say on the matter.

"Don't leave the table," said the landlady, as her new boarder rose from his scanty breakfast. "I must, madam; it's hardwood, and my teeth are not what they used to be."—Tit-Bits.

Hello!—Lady "I wish to get a hat for my husband." Hatter—"What kind, ma,-num?" Lady—"A 'telephone' hat, if you please." Hatter—"I never heard of a 'telephone' hat." Lady—"Oh, yes! They are the kind you can talk through."—Chicago News.

What He Didn't Like.—Gilback—"I am surprised, Colonel, at your time of life, that you should have any trouble in managing your wife. All you have to do is to let her think she is having her own way." Colonel Qualler—"Yes, but the only trouble is that everybody else thinks so, too."—Brooklyn Life.

Passengers From South.

Aorangi Brings Small Freight But a Large Number of Travellers.

Danube Sails for the North—Oscar and Other Freighters Busy.

The R. M. S. Aorangi reached Victoria from the South Sea Islands at 6 o'clock last evening, fully a day ahead of her expected time of arrival. She left Sydney, N.S.W., on September 12, and Brisbane three days later. When twelve hours from the latter port the R. M. S. Miowera bound south was passed. At Honolulu Capt. J. D. S. Phillips relinquished the command of the Aorangi and remained there to await the arrival of the company's R. M. S. Warrimoo, the command of which steamer he then takes over from Capt. Hay, who will return to Vancouver in time to assume command of the Aorangi before she leaves for the colonies. The Aorangi left Honolulu at 5:10 on the 27th under the command of Captain S. Mortimer, after embarking a large number of passengers. Fine weather with northerly and east northeasterly winds prevailed until the 1st, when the wind changed to southeast and south and fine weather continued to port. At 1 p.m. on Tuesday the steamer Elihu Thompson bound southwest was passed. Cricket and other kinds of sports were played on deck en route and the monotony of the voyage was otherwise broken by concerts. The steamer brought a very small freight for Victoria, not exceeding 11 tons and a large number of passengers, the list being as follows:

For Victoria—Mr., Mrs. and Miss Bliar, Mr. A. Moirton, Mr. T. May, Dr. Humphries, Mr. and Mrs. C. Jacques, Mr. H. A. Vivian, Mr. G. B. Moore, Mrs. J. Baxter, Mr. Curzon Lisborne, Mr. A. S. Kay, Mr. C. H. Voss, Mr. and Mrs. H. C. Voss, Mr. C. Callio, Mrs. Aiken and family, Mr. H. Sutherland, Mr. R. R. Hollis, Mr. Ben Chow.

For Vancouver—Lord Elibank, Mr. G. J. Armstrong, Dr. and Mrs. T. O. Guthrie, Miss Guthrie, Master Guthrie, Miss Hay, Mr. E. L. Sutton, Mr. J. R. Armstrong, Mr. T. Turnbull, Mr. A. Asher Smith, Mr. Benson, Mr. P. G. R. Benson, Miss Benson, Miss A. Benson, Miss J. B. Lumsden, Mr. F. P. Evans, Mr. and Mrs. J. H. Rogers, Mr. F. A. Baldwin, Mr. A. D. Baldwin, Miss C. Wetmore, Mr. B. McBride, Mr. J. Rothwell, Mr. and Mrs. J. R. Holt and son, Mr. W. Puaoi, Mr. J. Kamawaai, Miss F. Fullerton Smith, Miss O. Fullerton Smith, Miss F. J. A. Merridith, Mr. P. T. Smith, Mr. L. M. Gage, Mr. C. H. Gibbs, Mr. and Mrs. T. Simpson, Mr. G. Howlett, Mr. D. Dimmock, Mr. and Mrs. G. W. Canney, Mr. P. R. Canney, Mrs. J. C. Chamberlain, Mr. T. E. Ivens, Mr. F. Mallett, Mrs. Jackson and family, Mr. T. H. Metcalfe, Mrs. R. Smith.

DAWSONITES PROTEST.

They Object to the Withdrawal of Lieut.-Col. S. B. Steele.

At a public meeting recently held in Dawson the following resolution was passed and forwarded to Ottawa:

We, the undersigned miners, merchants and residents of the Yukon Territory, have learned with the deepest regret that it is the intention of the government to recall Lieut.-Col. S. B. Steele, one of the members of the Yukon Council, and commanding officer of the Northwest Mounted Police at Dawson, and as it is in your power to rule in such matters, we would ask that the determination to remove him should be rescinded. Since his arrival at Dawson he has in a most marked manner gained the confidence of everybody. Both his official and private life have been beyond reproach, and your petitioners consider that it would be a direct injury to the Territory should he be taken away. The law and order which prevail here is to a large extent the result of his effort, and in a territory of this kind we all appreciate a man who is at once firm in the performance of his duty and polite and courteous to every one that he comes in contact with.

[Signed] J. W. BOYLE,
Chairman Citizens' Mass Meeting.
H. J. WOODSIDE,
Chairman of Resolution Committee.

EAST KOOTENAY.

The new diamond drill for the North Star mine is now at Cranbrook, awaiting transportation to the mine, says the Fort Steele Prospector. The drill is known as the Beauty. The core is 1⅜-inch, and it is available for at least 2,000 feet; there is 800 feet of piping with the drill. The company has sent to Colorado for an experienced diamond-drill man, and as soon as he arrives the drill will be set up and the property thoroughly exploited at deep levels. It is the intention to install a tramway to carry the ore from the mine to the railroad. The tramway will be about 6,000 feet long. The Bleichert system has been adopted. This is the same system as is employed by the Bunker Hill and Sullivan mines in the Coeur d'Alenes. B. C. Riblet, formerly of Spokane, will have charge of putting it up. The company have now about 1,000 tons of ore in the sheds, and shipments will commence as soon as the railway is completed.

Piece by piece the details of the stolen securities, resulting in the arrest at Donald, B. C., of W. Crick, also Philip L. Sumners, of London, are leaking out. Harry B. Christie, of London, was Crick's partner in the steal. One of them was employed in the offices of Michael Adams, Son & Company, brokers, and succeeded in stealing securities of the Buenos Ayres Water Supply Company in bonds amounting to £8,000. Through a friend they succeeded in cashing them, and left for Canada. These securities were the property of Sigman Newman, who had the police put on their track. The men, on arriving in this country, came west, but Christie, meeting with an accident, returned home. His confederate journeyed on, but his whereabouts were discovered, and Inspector Abbott, of Scotland Yard, assisted by the Mounted police, followed, and effected the arrest as previously reported.

Joe Lessard came into Windermere the other day and reported a big strike on No. 2 creek. Messrs. H. E. Forster and J. A. Bangs went out to see it, and found the finest showing of ore they have seen. At one point there was 8 feet of solid galena, and at another point, 150 feet further on, 6 feet of solid ore. Messrs. Forster and Bangs immediately bought the claim, which is called the Isaac.

The Mackintosh syndicate has brought action against Starbird, Collett and Robinson, through the Supreme court of British Columbia, for breach of contract and to recover $5,000, amount of first payment made on the Red Line group, situated on McDonald creek, Windermere district. It appears that the defendants agreed with C. F. Smith, the Mackintosh representative, to sell or bond one undivided whole interest in the Red Line group, consisting of three claims, namely: Red Line No. 1, Red Line No. 2, and Iron Cap, for $100,000, and that they can only give a title to four-fifths interest. Pete Larson, who owns the other one-fifth, refuses to sign either the original bond to Starbird, Collett and Robinson, or to the bond given to the Mackintosh syndicate by the defendants.—Golden Era.

THE RETAIL MARKETS.

Farmers Holding Back Grain of All Kinds for Big Prices.

Quotations are not being affected by the new crops as was expected. There is a good demand, and in fact a very pressing demand in the North, for grain at present and farmers are holding back for big prices. Buyers from the American side as also from the city have been out among them in strong numbers before the crop has been harvested and have kept them on the qui vive, with the result that the market has not been replenished as it should have been this week and last. There are, too, other lines of business in the same shape. The meat market, for instance, has been regulated under like conditions. It will be a disappointment to butchers to know that very little frozen mutton arrived from Australia by the Aorangi last evening, as it was hoped that in part this would atone for the heavy drain occasioned by Northern demands. Cheese is now being obtained from Ontario. The Manitoba product, which Victorians depended on almost solely, can not be secured and as a result the cheapest now in stock can not be sold for much less than 25 cents a pound. In Montreal from 11¾ to 12 cents a pound is being paid for it, making the cost price here about 15 cents a pound, as the freight charges amount to 2¼ cents a pound. Flour is another commodity that has stiffened in price.

Certain lines of fruit have been almost a failure, apricots being now completely out of stock and plums being scarce even at 5 cents a pound. Retail quotations:

Flour—	
Ogilvie's Hungarian, per bbl..$	5.50
Lake of the Woods, per bbl...	5.50
Leitch's, per bbl	5.00@ 5.50
O. K., per bbl.....	5.00
Snow Flake, per bbl.....	5.00
Calgary, Hung.	5.50
Premier, per bbl.	5.50
XXX Enderby, per bbl.....	5.00
Grain—	
Wheat, per ton	28.00@30.00
Corn (whole), per ton	26.00@28.00
Corn (cracked), per ton	27.00@30.00
Oats, per ton	25.00@30.00
Oatmeal, per 10 lbs.....	40@ 50
Rolled Oats (B. & K.)	4
Rolled oats (B. & K.), 7lb sack	30
Barley, per ton	27.00@30.00
Feed—	
Hay (baled), per ton	12.00@15.00
Straw, per bale	50@ 75
Middlings, per ton	23.00@25.00
Bran, per ton	20.00@22.00
Ground feed, per ton	26.00@28.00
Vegetables—	
Potatoes, per 100 lbs	1.25
Water cress, per bunch	5
Watermelon	40@ 60
Cabbage, per lb	3
Cauliflower, per head	10
Lettuce, 4 heads for	25
Onions, per lb.....	3
Onions (pickling), per lb.....	3@ 4
Gherkins, per lb	25
Tomatoes	5@ 10
Beans, per lb.....	10
Peas, per lb.....	5
Cucumbers, Island, each	10
Cucumbers, Cala., per dozen..	25
Radishes, 2 bunches for	5
Carrots, per lb.	3
Turnips, per lb.	3
Fish—	
Salmon (smoked), per lb.	15
Salmon (spring), per lb.	8@ 10
Oysters (Olympian), per pt..	50
Oysters (Eastern), per tin ...	60
Cod, per lb.	8
Halibut, per lb.	8@ 10
Herring	6
Smelts, per lb.	10
Flounders	8
Crabs, 3 for	25
Farm Produce—	
Eggs (Manitoba), per dozen..	25
Eggs (Island, fresh), per dozen	40
Butter (Delta creamery)	30
Best dairy	25
Butter (Cowichan creamery).	30
Cheese (Canadian)	20
Lard, per lb.	12½@ 15
Meats—	
Hams (American), per lb....	18
Hams (Canadian), per lb.....	18
Bacon (American), per lb...	15
Bacon (Canadian), per lb....	14@ 16
Bacon (rolled), per lb.....	12@ 16
Bacon (long clear), per lb....	12½
Shoulders, per lb.	14
Beef, per lb.	8@ 15
Mutton, per lb	10½@ 15
Veal, per lb.	12@ 15
Pork, per lb.	10@ 15
Venslon, per lb.	8@12½
Grouse, per brace	1.00@ 1.25
Fruit—	
Bananas, per dozen	30@ 40
Lemons (California), per doz.	20@ 25
Lemons (small)	10@ 15
Oranges (California seedlings)	20@ 25
Valencia oranges, per dozen..	25@ 35
Apples, per lb.	5
Crab apples, per lb	4
Peaches, per 3 lb.	25
Plums, per lb.	5
Grapes, per lb.	10
Blackberries, per lb.	15
Pears, 3 lbs. for	25
Poultry—	
Dressed fowl (per pair)	1.50@ 1.75
Ducks (per pair)	1.60
Turkeys (per lb., live weight)	20@ 25
Duck, dressed, each	75

Letters to the Editor.

ANGELES FERRY BY-LAW.

Sir: I think it unfair to the citizens that a few members of the city council should undertake to say that they shall not be allowed to express their opinions upon the Port Angeles ferry by-law. I have seen the proposed by-law and know that it is not a matter which ought to be thrown aside without consideration. It provides for daily communication with the railway to Port Angeles by a fast passenger boat and also by a car ferry. It fixes the price of tickets for passengers at 75 cents one way and $1.25 for the round trip. It provides that if the company fail to give regular service for thirty days in any one year or for fifteen days in any one year or for fifteen days at any one time it shall forfeit the subsidy for the year, while a suspension of ninety days altogether in any year brings the whole contract with the city to an end. Not a dollar is payable to the company until the ferry service has been in operation for a year.

Some may ask what particular reason there is why Victoria should have such a connection with Port Angeles, and I freely admit that, if this is all there was to it, the by-law would hardly be worth thinking about and I for one would oppose its passage, but the by-law contains a condition that the Port Angeles Eastern railway must establish and maintain connection with one of the transcontinental lines at Olympia and shall give Victoria terminal rates, which I understand to mean that we will have precisely the same freight charges, and certainly no more, and precisely the same passenger rates to Victoria as Seattle or Tacoma get on what is ordinarily called through business. The company also engages that there shall be no wharfage charges on freight brought on the cars. It seems to me that the people of Victoria should be given the opportunity of saying whether they wish to enter into such an arrangement with the company.

I am very much in favor of having the best possible connections with the Mainland, and while I do not claim that this is the only connection that we need or can obtain, I think it is a very important one, and it seems to be the only one that is now within our reach. The company only ask next year in which to carry out their undertaking. If we adopt this by-law, by this time next year we will have one Mainland connection and the cars of one transcontinental line coming into the city. By that time another project to provide us with connection with the Mainland of British Columbia may be matured and if so, I for one will do what I can to promote it, for I fully believe what you said yesterday in the Colonist, that if we can get good connections, the money cost is a secondary consideration within reasonable limits.

I do not wish to take up your space with an argument to show the benefit to Victoria of better connection with the United States railway system. I supposed that every one admitted this. Most of the opposition has been due to the fact that people took very little stock in the idea of a railway to Port Angeles under any circumstances, and believed that if one was built it would never be anything more than a local line. But the by-law which is before the city council meets this objection, because under it the city will not have to pay a dollar if regular connection is not established and maintained with a transcontinental line and Victoria is not put upon precisely the same footing as regards freight and passengers as Seattle and Tacoma. Surely this is worth looking into.

W. H. BONE.

STEAMBOAT CONNECTION.

Sir: Victoria's wretched and inefficient transportation service with the Sound has seriously menaced the city's material welfare. The magnitude of this evil will be better understood when the extent of the loss to Victoria in the greatly decreased volume in tourist travel has been demonstrated. It has been estimated that the tourist travel to the Northwest during the present year has enormously exceeded that of any former year; in fact, reliable authorities maintain that this class of travel to the Sound is fully double that of any former season, and it has been ascertained, with a close approximation to certainty, that these visitors have expended a million dollars, which have been disbursed in the legitimate avenues of trade. It is variously estimated that from 12,000 to 15,000 visitors have come to the Sound this year. The fact was conspicuous that the pilgrimage of pleasure and health seekers represented a greater number of distinguished visitors than has ever before visited the Northwest in a season, which possibly suggests the growing popularity of this favored region with this class of travellers.

It is a lamentable fact that there has been an alarming decrease in this class of travel to Victoria, and it does not require any critical or searching investigation to discover the reason. No city in the Pacific Northwest can boast of superior accommodation, as the travelling public, which is an accepted authority, has long since passed judgment on the uniformly high standard of excellence of the cuisine and appointments of the Victoria hotels. So the evil will not be discovered here. The city has unrivalled scenic attractions. Visitors from every country with one accord proclaim the irresistible charm and fascination of the picturesque surroundings and the delightful picture presented in the residential portion of the city. No responsibility can attach here. When the question is brought to the attention of the business man, however, he unhesitatingly declares that Victoria's utterly inefficient transportation service with the Sound has been solely responsible for the enormous decrease in tourist travel during the present season. Indeed, the truth of this is apparent to any observant person. As an instance which presents the truth of this in a most convincing manner, the 24th of May will most admirably serve. That occasion is a great attraction to the people of the Sound, and when Victoria had a more efficient transportation service, thousands of visitors from there attended these festivities. But this year's celebration was to a large extent a failure from the visitors' standpoint, for the reason that the inefficient service on that route precluded a large attendance. With an adequate service no one will doubt that 5,000 visitors from the Sound would have attended this interesting demonstration.

Victoria occupies a unique position to command the enormously increasing travel to the Northwest of the two great English-speaking nations. The opportunity has been presented to fully embrace the possibilities of this comprehensive scheme. Within a decade the population of the Northwest and of Alaska will be hundreds of thousands. Our trade with the North, already assuming large proportions, will have immeasurably increased in value. Time, which has always been the decisive factor in controlling and regulating transportation, is already becoming one of the most important considerations in the development of an efficient service with Alaska. The play on the checkerboard is to secure the most direct Northern route with the least percentage of water transportation. An examination of the map will demonstrate to any unprejudiced student of the subject that route which most fully and incomparably meets these exacting requirements must be established in a direct line from Olympia via Port Angeles to Victoria and along Vancouver Island to the most advantageous Northern point. Competent civil engineers assure us that this eminently feasible route possesses the two essential requirements of economical construction and of being the shortest possible to obtain with Alaska. This is a question worthy of the most thoughtful consideration of every progressive citizen of Victoria.

Victoria is at the parting of the ways. I have implicit confidence in the ultimate will of the people to choose the course that leads to greater public usefulness. As architects of their fortunes they must carve out their own destiny. We certainly should not become supinely indulgent of conditions that threaten commercial decay. As the Toronto Globe so aptly expresses it, this is indeed "the growing time." With an ancestry renowned for brilliant commercial achievements and an unequalled field of opportunity before him, the young man assuredly has a grand sphere of activity for the utilization of his best talents. I desire once more to emphasize that Victoria occupies a strategical position to control all of these sources of trade, if it secures a direct transcontinental railway connection, and in view of this I am convinced that the Victoria ferry connection with the Port Angeles Eastern railway presents the solution of the serious transportation problem confronting us.

EXPANSION.

Joseph Worl of Peru, Ind., has found tiny apples growing on his grapevine. The vine is under an apple tree, and he believes that the pollen of the apple blossoms mixed with that of the grape blossoms.

Cornelius Vanderbilt inherited less than $60,000,000 in 1885, and in 14 years increased to it more than $100,000,000. William K. Vanderbilt is known to have been equally successful.

Surveying Cable Route.

H.M.S. Egeria Arrived at Honolulu From Her Southern Cruise.

Was to Have Left for Esquimalt the Day After the Aorangi Sailed.

Honolulu papers received by the Aorangi contain the news of the arrival at the Hawaiian capital of H. M. survey ship Egeria, from her trip south to survey the route for the Pacific cable. The Bulletin says:

"The British cable survey cruiser Egeria now lying in Naval Row, arrived Sunday evening from a southerly cruise. She will leave at the end of this week for Esquimalt. The line of the proposed British-Canadian-Australian cable has been surveyed and the Egeria has completed her labors in that respect.

"It is stated aboard the vessel that the deep sea soundings made between the proposed cable line and these islands are purely for scientific purposes. As the whole of the Pacific ocean has to be sounded anyhow no particular significance is attached to the survey between the Hawaiian Islands and the main line.

"It is not at all improbable, however, that a branch cable extending to Honolulu, and so connecting this point with the American coast and Australia, will be established. The British cable will very likely be the first telegraphic connection between Hawaii and the rest of the world. A Honolulu branch would greatly increase the value of the British cable.

"The officers aboard the Egeria are at present very busily engaged making up their reports. Not only are they surveyors, but they do their own calculating and draughting. Microscopists they must also be, for the examination and analysis of the specimens of the coast's bottom must be made.

"On September 2 the Egeria was in Kealakakua bay, Hawaii. During their stay there the officers saw that Cook's monument was repainted, after which they were feasted by parties who had been notified by the Honolulu friends of the Egeria's officers of the latter departure for the big island.

"On her recent southerly cruise the survey ship went about 700 miles toward Fanning's island, taking soundings every twenty miles, and on her return, soundings each day."

The Egeria was to have left Honolulu on the morning of September 28, the day after the Aorangi, so she should be here to-day or to-morrow, unless she is making surveys en route.

Two men who attempted to desert are being brought here to serve their sentences of three months each.

A WATER FAMINE.

Scarcity of Water in Honolulu Commencing to Cause Alarm.

"There is likelihood of a serious water famine if rains do not come soon," says the Bulletin. "The water in the Nuuanu reservoirs is lower than it has been for years. There is talk of the government making temporary arrangements to relieve the strain on the Beretania pumping station as in case of an accident the whole city would be without water and at the mercy of a fire. If a fire should occur now in the Nuuanu district, nothing could save the property situated there. As there is not sufficient water to supply the fire engines. In case of a famine or accident the government could make connections with the Gear Lansing pumping plant at Kaimuki, which has the same capacity as the Beretania staiton and could easily take care of the Waikiki and Makiki districts.

Child's Death.—Mr. and Mrs. James Townsend of Cedar Hill road mourn the loss of their only child, Lillian Mary, aged two years and eight months, who died yesterday after a long illness. Much sympathy is felt for the bereaved parents.

This Evening's Meeting. — A public meeting will be held this evening in the A. O. U. W. hall, Yates street, for the purpose of discussing the merits of the Victoria-Port Angeles terminal proposition. A cordial invitation is extended to the ladies to be present. The chair will be taken at 8 o'clock sharp.

Young Women Workers.— The first regular meeting of the younger women interested in the auxiliary work of the Jubilee hospital will be held at that institution to-day at 3 p.m. All are invited to attend and to inquire into the undertaking. A president, with other officers, will be chosen at to-day's meeting, and the society will be thoroughly organized.

Breach Returns to Gaol.—Francis Breach, who has already served three terms of imprisonment in rapid succession, was released from the gaol on Monday last. Two days later he was at his old tricks again, and when the magistrate ascended his throne yesterday, he found Breach once more in the dock. This time it was for drunkenness, and a $5.00 fine being recorded the prisoner was allowed one week in which to discharge his indebtedness.

A Worthless Woman.—In the city police court yesterday morning a half-white woman known as Conchita, but whose real name is understood to be Ellen Bright, was convicted of vagrancy, and sent to the provincial gaol for a term of three months. An order was made by the Mayor for the transfer of her second child to the Protestant orphanage, another of her unfortunate little ones being now in the care of the good Sisters of St. Ann. It is quite possible that the sentence against the mother will be commuted a little later on, to save a baby stranger who may arrive at any time from the disgrace of having been born behind bars.

Names Should be Left.—Those who are making arrangements for to-morrow's excursion to the Mount Sicker mines request that all intending to take advantage of the opportunities provided for seeing the new mining camp should leave their names to-day at the offices of A. W. More & Co., H. Cuthbert, J. F. Foulkes & Co., Henry Croft or George L. Courtney, as accommodations have to be secured for the transfer of the visitors from Westholme station to the mines and back again. The $3.00 rate is an exceedingly liberal one, and as the outing only requires the loss of one day, many should avail themselves of the chance to see a future Rossland near at home.

Conservative Convention.

Declares for Party in Provincial Affairs and Offers a New Platform.

Eight Hour Law Endorsed—State Owned Railways a Radical Feature.

From Our Own Correspondent.

New Westminster, Oct. 6.—To-day the Liberal Conservative convention by a standing vote unanimously adopted the platform which has been under discussion for the past two days. It was shortly after six o'clock when the session thus ended.

The number of the delegates was increased to-day by the arrival of John Latimer, A. Brockie and H. Harris of Langley, and C. W. A. Lang of Peachland.

The convention decided to abide by the decision arrived at last year to run the next provincial general election on Dominion party lines and though naturally there was a divergence of views expressed, the discussion was essentially a friendly one and not a harsh word or heated argument was used.

The eight hour law and the government ownership of railways were other important subjects discussed. These matters occupied a great part of to-day.

The resolution in the platform favoring aid in the importation of white female servants, supports a step that it is expected will replace Asiatic servants with white girls.

The meeting was very hearty in its adoption of the resolution regretting that the Dominion government did not intend to send a Canadian contingent to South Africa, some gentlemen venturing the suggestion amid laughter that since Premier Laurier had been lately appointed an honorary colonel, he might think it incumbent upon himself, if Canada sent troops, to take up his Saskatchewan musket or the sword of his uncle and go along too.

The assemblage rose to its feet and cheered lustily when the resolution of congratulation to Sir Charles Tupper was carried.

THE PLATFORM.

The parliamentary system of the Motherland adopted in the Dominion of Canada and provinces thereof by the British North America Act, when properly carried out, is opposed to faction and serves to safeguard national interests.

Political parties with party organization represent the cardinal principles of British government and tend to suppress divisions, conspiracies and confusion in the state.

CONSERVATIVE AIMS.

The distinctive features of the Liberal-Conservtaive party in Canada have been essentially:

1. Loyalty to Queen, and faith in country.
2. Faith in the people.
3. Equal civil and religious liberty.
4. Government according to the principles and precedents under the British constitution including: (a) parliamentary control of public expenditure; (b) the responsibility of governments to parliament; (c) the utmost good faith enforced as between government and the public touching all executive and legislative acts to preserve public credit and the good name of our country.
5. The improvement and betterment of the condition of the wage-earning classes.
6. The encouragement by the state of the introduction and investment of capital in the country.
7. Active state aid in (a) the development of transportation facilities by sea and land: (b) the advancement of agriculcure and of the natural resources of the country; (c) the improvement of education.

CONSERVATIVE ACHIEVEMENTS.

With such principles the record of the Liberal-Conservative party in Canada since 1867, among other things, is notable for the following:

The consolidation and union of the provinces and territories of British North America.

The maintenance of British connection.

An inter-oceanic and transcontinental railway.

A network of railways over Canada.

An independent national canal system connecting the middle of the continent with the Atlantic ocean.

The development and protection of Canadian industrial life.

The establishment of steamship communication with foreign countries.

The establishment of experimental farms and the introduction of cold storage.

Increased allowances for the militia and the formation of permanent corps.

The establishment of a government coast telegraph system.

The establishment of a fishery protection service.

The construction of dry docks at Quebec, Esquimalt and Kingston.

IN PROVINCIAL AFFAIRS.

Under the circumstances at the first convention of the Liberal-Conservative Union of British Columbia the following resolution was unanimously adopted:

"That in the opinion of this convention it is desirable that the Liberal-Conservative party should as a party take part in provincial elections for the purpose of ensuring the government and legislation of this province on Liberal-Conservative principles, and in order to carry this into effect at the next general election for the province that candidates be invited to stand for such constituencies as are likely to return Liberal-Conservative members pledged primarily to support a Liberal-Conservative government as distinguished from a government composed of Liberals or partly of Liberal-Conservatives and partly of Liberals."

For the purpose of enforcing the cardinal principles of the Liberal-Conservative party in the local government of British Columbia, we have the honor to recommend the affirmation and approval of the foregoing outline thereof so far as applicable to local affairs, and in addition, to pledge this convention, and the members of the Liberal-Conservative pary who support it, to the following programme for the province of British Columbia:

NEEDS OF THIS PROVINCE.

That true to the maxim of our party: "By the party, with the party, but for the country," the interests of British Columbia shall be paramount, regardless of the political complexion of the federal cabinet. It is proposed:

To revise the voters' lists.

To actively aid in the construction of trails throughout the undeveloped portion of the province, and the building of provincial trunk roads of public necessity.

To provide for the official inspection of elevators and hoisting gear.

To improve the administration of justice and secure the speedy disposition of legal disputes.

To provide an efficient system for the settlement of disputes between capital and labor.

To adopt the principle of government ownership of railways, in so far as the circumstances of the province will admit, and the adoption of the principle that no bonus should be granted to any railway company which does not give the government of the province the control of rates over lines bonused, together with the option of purchase.

To assume control and administration of the fisheries within the boundaries of the province.

To organize and reform the system of provincial aid to medical men and hospitals in outlying parts of the province.

To actively assist by state aid in the development of the agricultural resources of the province.

To make the London agency of British Columbia effective in proclaiming the natural wealth of the province and as a place for profitable investment of capital.

In the interests of labor the Liberal-Conservative party sympathizes with and endorses the principle of the "Eight hour law."

To actively support the advancement of the mining interests of British Columbia.

To aid in the immigration of domestic servants.

To provide an improved system of education.

CONTINGENT FOR AFRICA.

We regret to learn that the government of Canada does not intend to assist in sending and maintaining a volunteer military contingent to South Africa to co-operate with the forces of the motherland and sister colonies in protecting the rights of British subjects.

THE LEADER CONGRATULATED.

Resolved that this union desires to congratulate Sir Charles Tupper, Bart., on his able and vigorous leadership during the past session and trust he may long be spared to occupy the high position he now holds, and earnestly pledge anew our confidence in him and in the cause that he so ably represents, and that this resolution be telegraphed to him.

ADMISSION OF CHINESE.

This convention views with alarm the introduction of large numbers of indigent aliens into the Dominion to compete with our own people in the field of labor, and regrets that the federal administration failed to introduce the legislation respecting Chinese immigration pledged to the people of this province by the present prime minister of Canada.

OFFICERS ELECTED.

The convention closed this evening at 10:30, the principal business of the sitting being the election of officers of the union for the year. The result was: Hon. president, Sir Charles Tupper; president, Hon. E. G. Prior, Victoria; secretary, R. B. Elliot, Vancouver; treasurer, D. R. Ker.

FOR A LEADER.

The following committee was appointed to find out from the various associations their choice for a leader of the provincial Liberal Conservatives: Vancouver, Messrs. Bowser and Cowan; New Westminster city and district, Messrs. Reid, W. H. Ladner and D. McGillivray; Victoria, A. E. McPhillips and Col. Prior; Nanaimo, Messrs. McGregor and A. R. Johnson; Interior, Hon. T. M. Daly, Rossland; R. F. Green, M.P.P., Kaslo; Robinson, Kamloops; McKelvie, Vernon; J. E. Stibbald, Revelstoke. Westminster was selected for the annual meeting next year. A vote of thanks to retiring officers and to Westminster people and "God Save the Queen" closed the proceedings.

THE BRIDGE SUITS.

Official Text of Recent Judgment of the Committee of Privy Council.

As it has been stated that the reports of the final decision in the bridge suits already published, have been incomplete in some essential particulars, the following official statement is published:

Judgment of the Lords of the Judicial Committee of the Privy Council, on the Appeal of The Corporation of the City of Victoria v. Patterson and The Corporation of the City of Victoria v. Lang, from the Supreme Court of British Columbia; delivered the 9th June, 1898.

Present at the hearing:

The Lord Chancellor.
Lord Watson.
Lord Macnaghten.
Lord Morris.
Lord Davey.

[Delivered by The Lord Chancellor.]

THESE are two actions, one brought by Marion R. Patterson, the widow, and the administratrix of the goods of one James T. Patterson, deceased, against the Corporation of the City of Victoria, by reason of an accident that happened on the 26th of May, 1896; the second action is by Martha Maria Lang, the widow and administratrix of the estate and effects of John Lang, deceased.

Dealing first with the case of Patterson, the nature of the accident was that while a tramcar was passing over a bridge alleged to be under the care and control of the Defendant Corporation, the bridge broke down, and the husband of the Plaintiff, and other persons, were drowned. This is an action brought to recover damages in respect of the injury the Plaintiff and her family sustained by the loss of her husband.

The first question that arises upon this record is, what was the cause of the accident which led to this calamity? Upon that question, subject to what their Lordships have to say hereafter in respect to the different classes of evidence upon which that question depends, it arose by reason of the breaking down of the bridge from its internal defects, coupled with the fact of the tramcar running over it at a point where, from natural decay, or other circumstances, to which their Lordships will have to call attention later, the bridge had become incapable of sustaining the weight to which it was subjected.

The question then arises, whether whoever is responsible for the condition of the bridge was guilty of any act of negligence, either by way of omission, or commission, which led to the accident? Some controversy has been raised at their Lordships' Bar with reference to the sufficiency of the evidence to establish the responsibility of any one. It is enough to say, in dealing with that part of the question, that there was evidence on both sides as to the condition of the bridge, and as to the circumstances under which the accident arose. Their Lordships do not regard it of very great importance to consider the particular portions of the evidence. The Jury had before them the question of whether or not the proximate cause of the accident was the decay of the particular beam pointed out in the evidence; and whether or not the Jury were inaccurate in their decision that the proximate cause of the accident was the decay, and the injury to that particular beam, it is immaterial to consider, because there was evidence from which the Jury might fairly and properly arrive at that conclusion. They have arrived at it, and there is clearly no ground upon which that decision ought to be reviewed. It must be taken therefore that there was evidence to justify the Jury in the conclusion at which they arrived.

The next question which arises is, who is responsible for the condition of that beam, which, for the rest of this judgment, is to be assumed to be satisfactorily ascertained to be the cause of the breaking of the beam at that point.

One question might have arisen in this case, a seriously important question, namely, whether, if the original construction of the bridge was such, and the pressure placed upon it by the tramway company was so great that, under any circumstances, independently of any decay, or misuse of the beam, to which their Lordships have referred, the weight placed upon it would have caused the destruction of the bridge. It might have been a very serious question whether or not the responsibility for passing that weight over the bridge at that point might not have rested upon those by whose act that unusual and extraordinarily heavy weight was passed over, without casting any responsibility on those whose duty it was to maintain and repair the bridge.

Their Lordships are of opinion that no such question arises in this case, because the conduct of the trial was such that that question was never submitted to the jury, and was never raised in point of argument; and, if it had been, a totally different series of testimony and witnesses might have been properly called to determine that question. It would be almost beyond doubt that if such a question as that had been raised, evidence of a different character would have been produced: Persons sought to be incriminated by the imputation to them of negligently passing over that weight would probably have been called to show that weights of a similar character had been repeatedly passed over the bridge. And indeed some evidence appears in one of the cases which will be referred to hereafter to show that evidence of that sort was available. But it is enough to say, upon that part of the case, that when parties go before a jury to determine particular issues, and when, by their conduct, whatever the state of their pleadings may be, they leave aside one question altogether, and do not direct their adversary's attention to a point of fact which may be answered by evidence on the other side, it is too late after the verdict to raise that question again. And upon the barest principles of justice it would be improper to allow any such thing to be done, because it would be taking their adversaries by surprise; it would be raising new questions after the tribunal before whom such questions are properly decided had decided the case, when the opportunity of raising and deciding them had passed by. It is abundantly clear in the course of the trial here that no such question as that was ever presented to the Jury; and it is, their Lordships think, the experience of every one familiar with causes tried before a jury, that no more inflexible rule has ever obtained in the Courts than that you shall not raise a question after a trial which has not been raised at the time, which question, if it had been raised, could have been answered by evidence on the other side.

The question, therefore, which their Lordships have to decide, must be considered to be independent of any such questions as that. That question, if it is raised again, as it may be, would be a question to be determined quite irrespective of anything their Lordships have said in this judgment. The question here is to be determined upon the issues raised and argued, and decided before that jury.

The question that was raised was whether or not the persons, whoever they were (as to which more will be said hereafter), were responsible for the state of the bridge, and the condition to which the bridge was then reduced. The Jury have answered certain questions put to them by the learned Judge who tried the cause, and it would appear from the evidence that the Corporation (as to the responsibility of which more will be said hereafter, with reference to the legal position the Corporation occupied) undoubtedly, from the year 1892 (this accident having happened in the year 1896), had the care, and conduct, and management of this bridge; that one of their officers, paid by them, and authorized by them, went to the bridge, and bored certain holes in the beam, and it is alleged, and found by the Jury that this was the place at which the accident was caused, and that the boring was the proximate cause of the calamity which followed. It is unnecessary to go into detail upon the particular evidence given by the person so called; it is enough to say that there is certainly ground for the verdict of the Jury that the proceedings then taken materially weakened the beam, which afterwards broke. There was the evidence upon the cogency or force of which their Lordships have not to pronounce any opinion, that the boring of holes and leaving them so as to collect water, was calculated to rot this beam; that it would be probably guilty of very gross omission to do its duty if it did not assume from that condition of things that all these things were legally done. No Court ought to assume illegality; and where there is an amount of such action as there is here, taking possession of and dealing with this matter by acts of ownership only consistent with the Corporation being the legal authority, it certainly ought to have been put before the Court and Jury that, if such a question was to be raised, the burden of proof was upon those persons who sought to show that their acts were illegal and not justified by the course of law and administration in which they were then engaged. It is not necessary to rest their Lordships' decision upon that view, because the construction which their Lordships place upon the General Act and upon what has been done in respect of that General Act, is enough, for the decision of this case: but it is important to point out to the parties that where that condition of things which has been described exists, it would be for the Corporation itself to show that that, which was prima facie their act, was not their act, by every species of evidence by which their authority could be negatived.

It is enough, therefore, to say that on either of these grounds it would be impossible to maintain that this was not an act within the power of the Corporation to do, and their Lordships are of opinion that there was ample evidence that it did do the acts for which responsibility is insisted on against them.

The other case, which has been argued almost together with it, though argued in one sense separately, differs only in one trifling respect, and that simply means that one of the witnesses called in the second case differs in his evidence from the evidence he gave on the first occasion. But that is a matter wholly immaterial. In each case the witness was before the Jury. It was for the Jury to consider, and, if his evidence was at all different, it was for the Jury to weigh and value the amount of credit, or discredit, that they would attach to the second version of his evidence by reason of the variation in that evidence from when he first gave it. But the Jury have decided the question precisely almost in terms in the same way, and therefore the second case must follow the fate of the first.

Their Lordships are therefore of opinion that none of the points that have been made on the part of the Appellant Corporation are sustainable, and they will humbly recommend to Her Majesty that both these Appeals should be dismissed with costs.

Last Witness Examined.

All the Evidence in in Regina vs. the Union Colliery Company.

The Counsel and Judge Will This Morning Address the Jury.

The last of the evidence in the case of Regina v. the Union Colliery Company was put in yesterday and this morning counsel will deliver their addresss to the jury and Mr. Justice Walkem his charge. As the addresses will be of considerable length and the jury will have a lot of evidence to consider it will undoubtedly be late to-night before a decision will be arrived at.

Yesterday's evidence was entirely of an expert nature and supported the contention of the defence that something unusual occurred to cause the bridge to give away and that the condition of the timbers was not responsible for it.

The first witness was Mr. D. McLaughlin, who said he had been a bridge carpenter off and on for 17 years. At present he was in charge of the Union Colliery Company's plant at Union Bay. In 1888 he was in charge of the gang on the company's railway. He inspected the Trent river bridge in 1895, when the foundations were repaired. In 1896, the foundations were replaced and the bridge generally repaired and again in 1897 the bridge was repaired. About 7,000 feet of lumber was used in 1895, 50,000 in 1896 and 20,000 in 1897. The cords were bored in 1896 and the braces in 1897. He reported verbally to Mr. Little, the manager, in 1897, that he considered the bridge would last until the summer of 1899. After the accident he made an examination of the work and found the cords lying at right angles with the track and the broken ends of the spars lying up stream. He noticed the broken ends and found that they had been broken by deflection. The wood in court was pratially rotten. This partial rot was caused by the timbers being bolted together with key blocks between. The bridge never collapsed from actual fair usage. The rotten wood never caused the collapse of the bridge. There was some unusual cause, either the vibration of the span or some concussion. The piers and trestling at the wharf end were driven 18 to 20 inches in the direction the train was running. It would take a great force to do this, about 30 bents in the top deck being effected beyond the span. The cords were sound, the piece in court being the worst one he could find.

The witness showed exactly on the plan where the broken timber in court had come from, his marks made at the time the bridge was built being still on them. The timber, he said was the fifth pannel in the bridge, the next panel to the centre one. He took the deflection of the bridge in December, 1897, and was taken afterwards by Mr. Wark. In clearing away the debris after the wreck he found lots of evidence that the accident had not been caused by rotten wood. Good evidence of this was the position in which the cords fell, they being five feet out of plumb and six truss rods in the fifth panel being broken. None of the braces were crushed, there was not a casting that had been removed from place and there was not a piece of wood in the whole span that had been crushed under the castings. After the coal had been removed he saw the broken axle on the ground.

To Mr. McLean witness told of the work he had done on railway bridges in Manitoba and British Columbia since 1880 and he repeated the details of the work that was done on the Trent river bridge in the years 1895-6 and 7. The cords and braces were bored in 1895 and the men who did the work said there was rot in the braces but he did not remember them saying there was rot in the cords. In 1896 some rot was found in some parts of the cords. There were about 100 borings made in the cords and rot was found in about a dozen places.

From an engineer's text book Mr. McLean asked the witness a number of questions to find out if he was competent to give an opinion as to what deflection could be allowed in a bridge. Witness replied that he was competent to take the deflection and it was for the engineers to decide if a bridge was safe. Having taken the deflection he could by reference to text books tell what deflection would be allowed. The deflective power decreased and the liability to break increased with age. Witness could not say how the accident happened. There were many theories.

Mr. McLean—Well the theory is that an axle broke and drove the bents out of place.

Witness—I did not say so. There are many ways in which the accident might have been caused.

Mr. McLean—Why, then, did you tell of the bents being out of place?

Witness—Because I saw them out of place. I also mentioned the broken axle because I saw it on the ground. In my opinion the truss rods broke before the cords through vibration or concussion, as the cords could not have broken with a five-eighths deflection. I cannot say that it was caused by a broken axle as I don't know.

In the coroner's report of the witness' evidence before him witness was made to state that in 1896 he reported to Mr. Little that the bridge should be abandoned after another summer. He pointed out that before the close of the inquest he corrected that. What he reported to Mr. Little was that the bridge would stand until the summer of 1899.

Mr. McLean having concluded his cross-examination, the court adjourned at 12:30 until 2 o'clock.

AFTERNOON SESSION.

On the re-assembling of the court in the afternoon Mr. Pooley commenced the re-examination of Mr. McLaughlin, who said that as long as the repairs were going on the bridge was under constant examination. The rot found in 1896 was near the ends of the cords and not where they were broken. When he finished the repairs in October, 1897, he considered the bridge a good one. In December, 1897, he again took the deflection of the bridge.

To the Court—The break was 55 feet from the end of the right bottom cord nearest the wharf and 60 feet from the end of the lower left cord.

Andrew McKnight, master mechanic for the Union Colliery Company, said that on the Saturday previous to the accident he drove the engine drawing a train of cars from the mines to the wharf. He crossed the bridge six times that day and did not notice anything wrong with it. He examined the wreck after the accident. The engine fell head first, the boiler being telescoped into the smoke box. He examined the bents at the Union side of the river and found three of the ties bunched as though something had caught them. A train coming down to the bridge would come without steam, but 150 yards before reaching the span it was necessary to put on steam again.

To Mr. McLean.—The engine loaded with water weighed 116,000 pounds and the tender 60,000 pounds. A loaded coal car would weigh 33 tons.

To Mr. Pooley—The rails were lying in their places on the ties but three of the ties had been bunched. There could not have been more than one coal car on the span with the engine and tender.

John Harwood, track foreman for the Union Colliery Company, stated that he went over the line every day but on the day of the accident did not go over as he had met with an accident the day before. The day of the accident he heard from his house the train going on the bridge. She was steaming hard.

John Randburg, a bridge carpenter, who worked for the Union Colliery Company on the Trent river bridge in 1895 and 1896, told of the work done to keep the bridge in repair. He bored the cords and considered them good. The timber he bored was slightly blackened from the iron bolts. He considered the bridge a good one in 1897.

Mr. H. P. Bell, C. E., the next witness, said he had had thirty years' experience as an engineer. On the day after the accident he went to Trent river and examined the wreckage. The witness then went into a long scientific and technical explanation of how the bridge was found, and gave it as his opinion that the bridge had not collapsed on account of bad timbers but as the result of some unusual occurrence that forced it ahead and out of place. He explained by the diagram how this could be caused, and said that the position the timbers were found in was evidence of it. From an 850 ton train running at the rate of two miles an hour, such as was the coal train on the day of the accident, stopping suddenly, the impact would be twenty million pounds and would have carried away the bridge the day after it was built. He concluded that the truss had been moved, and meeting with an obstruction had broke up. The truss had not failed until the end bent had been driven in. The train momentum could not have been converted into impact without something obstructing the train. It was possible that a broken axle had caused the accident. There was evidence on the scene the day after the accident that some such force had caused it. The factor of safety, which in the Trent river bridge was 19, made allowance for rot in the timbers. The bridge was capable of doing the work for which it was built and would be still standing if it had not been for some unusual accident. Five-eighths of an inch was a moderate deflection in a bridge, and when a year later the deflection was but three-quarters of an inch, it showed that the deterioration was slow. The bridge did not collapse on account of the rotten wood produced.

Mr. McLean asked the witness a number of questions regarding the Point Ellice bridge accident. As to the Trent river bridge disaster, his theory was not a guess but was based on scientific facts.

To Mr. Pooley—The Douglas fir has a life of from 10 to 12 years, of course dependant upon when it was cut and how treated. There was no reason why an eight-year old Douglas fir bridge should be condemned simply because it was that old.

At the conclusion of Mr. Bell's evidence the court adjourned until this morning.

NEWS OF THE WATERFRONT.

Steamer Danube Goes Away With a Light Cargo—The Milling Industry.

The C. P. N. steamer Danube got away yesterday afternoon at 3 o'clock, en route to Skagway. Trade is very light with the North this week and the steamer went away far from being filled, some hydraulicing machinery made by the Albion Iron Works for the Atlin country being the only shipment of interest in her cargo. At Vancouver the steamer is to receive a number of cattle.

Tug Hope arrived yesterday from the North with a big boom of logs for the Sayward mill. This year the mill has done very little exporting other than what they have shipped North, having been kept busy supplying the local trade, which has been better this summer than in many years.

The schooner Norma, which fitted away here for some time, finally sailing for Honolulu with a load of salmon and which was seized by the Hawaiian government for smuggling, was recently sold at Honolulu by order of the mortgagees for $810.

A loaded ship was reported yesterday afternoon as passing up the Straits. What she is could not be ascertained last evening.

H. M. S. Warspite has returned to Esquimalt from target practice. While at Comox her band gave one or two concerts.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

Official Notification.

Number of Appointments to the Provincial Civil Service Gazetted.

Companies Incorporated and Registered During the Past Week.

Yesterday's Provincial Gazette contained notices of the appointment of:

James D. Gordon, of Tobacco Plains, East Kootenay, as a coroner for the province.

William Dodd, of Yale, as mining recorder and a collector of revenue tax for the Yale mining division, and a provincial police constable.

Alexander Lochore, of Foster's Bar, as a license commissioner for the Ashcroft license district, vice F. W. Foster, resigned.

Herbert Ridley Townsend, of Rossland, as a registrar under the Marriage act, and a deputy of the registrar of the Rossland registry of the Supreme court.

John Boultbee, of Rossland, P. M., to hold Small Debts courts for the said city and within a radius of ten miles therefrom, vice George Kirkup.

William P. Marchant, of Victoria, as a clerk in the office of the registrar of the Supreme court, Victoria, vice D. MacBrady, resigned.

Frank Compton Sewell, of Sandon; James Buie Leighton, of Clinton; Edward Hunt, of Steveston; John C. Drewry, of Moyie; Robert E. Kittson, of Ladner; Neil McLeod Curran, of Kimberley, East Kootenay; James Lockie Brown, of Surrey; Rasmus Hansen, of Cape Scott, Vancouver Island; and Daniel Bowen Stevens, and Louis J. D. Berg, of Trail, as justices of the peace for the counties of Victoria, Nanaimo, Vancouver, Westminster, Yale and Kootenay.

NEW COMPANIES.

The Peterborough Townsite Company, Ltd., capital $50,000, headquarters at Rossland, B. C.; and the Expansion Gold Mining Co. Ltd., capital $1,000,000, headquarters at Sidley, B. C., have been incorporated, and licenses have been issued to the following extra-provincial companies: The British Columbia Mercantile & Mining Syndicate, Ltd., capital £5,000, head office at Winchester House, London, Eng.; The Dewdney Canadian Syndicate, Ltd., capital £50,050, divided into 50,000 ordinary shares of £1 each and 50 deferred shares of £1 each, headquarters situated in High Holborn, county of London, Eng.; the Cobeldick Drum No. 1 Co., Ltd., capital £20,000, headquarters in England; the Enterprise (B. C.) Mines, Ltd., capital £150,000, divided into 150,000 shares of £1 each, headquarters at London, Eng.

MISCELLANEOUS.

Roy Clark, mining engineer, of Rossland, has been appointed the attorney for the Pacific Bullion Mining Co., in place of Fred. H. Oliver.

A certificate of indefeasible title to portion of the westerly half of subdivision "C" of district lot 183, group 1, New Westminster district, will be issued to William Henry Armstrong and Michael John Haney on January 6, 1900, unless in the meantime a valid objection is made to District Registrar T. O. Townley in writing by a person claiming part thereof.

The Pacific Coast Power Company, Limited, a specially incorporated company, registered September 18, 1899, has submitted its undertaking to the Lieutenant-Governor in substance as follows: To construct a dam across Powell river, in New Westminster district, at a suitable point above the falls, and to convey water thence to some place on the seacoast, to be used for the development of power. The capital of the company is $50,000.

Messrs. A. G. Kent, V. Garland, J. O. Dupuis, of Montreal, liquidators in the matter of La Banque Ville Marie, give notice that in conformity with an order of Hon. Mr. Justice Archibald, of date September 25, 1899, a first dividend of 25 per cent. on all the notes in circulation of the bank shall be payable on the 12th October next, at the principal office, No. 153 St. James street, Montreal.

KIPLING'S TIMELY VERSE.

"Stewards of the Judgment, Suffer Not This King."

London, Sept. 29.—The Times applies to President Kruger and the crisis in South Africa a spirited poem by Rudyard Kipling, published in its columns to-day. Mr. Kipling describes an old, despotic King as

Sloven, sullen, savage, secret, uncontrolled—
Laying on a new land evil of the old.

He concludes the poem as follows:

All the right they promise, all the wrong they bring—
Stewards of the judgment, suffer not this king.

The following stanzas are part of Mr. Kipling's poem which will appear in full in McClure's Magazine:

(Copyrighted, 1899, by Rudyard Kipling.)

All we have of freedom—all we use or know—
This our fathers bought for us long and long ago.
Ancient right unnoticed as the breath we draw—
Leave to die by no man's leave, underneath the law.

So they bought us freedom—not at little cost—
Wherefore must we watch the King, lest our game be lost.
Over all things certain, this is sure indeed,
Suffer not the old King, for we know the breed.

How so great their clamor, whatsoe'er their claim,
Suffer not the old King under any name.
Here is naught unproven—here is naught to learn,
It is written what shall fall if the King return.

Cruel in the shadow, crafty in the sun,
Far behind his borders shall his teaching run.
Sloven, sullen, savage, secret, uncontrolled—
Laying on a new land evil of the old.

Here is naught unproven, here is nothing hid:
Step for step and word for word—so the old Kings did.
Step by step and word by word, who is ruled may read,
Suffer not the old Kings, for we know the breed.

All the right they promise, all the wrong they bring—
Stewards of the judgment, suffer not this King.

Capt. Geo. Brown, lately of the steamer Tees, has been taken to the Jubilee hospital seriously ill.

FORTY S

With Du Co

Transvaal Calls to Withdraw Troo onsequ

Failure in Imme ance to Be R Declaration

Boer Time Limit and Conflict Any Mon

By Associated Press.

London, Oct. 10.—La the colonial office gave the following telegram Sir Alfred Milner, Brit sioner in South Africa, of state for the colo Chamberlain, and recei

"Sir: The governme African Republic feels i refer the government Queen of Great Brita once more to the conve 1884, concluded betw and the United Kingd Article XIV secures rights to the white popu public namely:

"a. That all persons o on conforming themsel of the South African R full liberty with their or outside in any part o can Republic.

"b. They will be en possess houses, manu houses, shops or other p

"c. They may carry o either in possession or agents whom they may ploy.

"d. They shall not b pect to their premises respect of their comme to any taxes other than or may be imposed upo said Republic."

"This government wis serve that the above ar which Her Majesty's served in the above con gard to the Outlander p Republic, and that a these rights could give the right to diplomatic or intervention; while m lation of all other questi position of the rights o der the above mentione handed over to the gove resentative of the peop African Republic.

"Among the questions of which falls exclusi competence of this gove the volksraad are includ franchise and the repres people in this Republic this exclusive right of and of the volksraad f and the representation indisputable, yet this found occasion to disc fashion, the franchise an of the people with Her ernment without, howe any right thereto on t Majesty's government. has also by the formula existing franchise law a tion with regard to the constantly held these fri before its eyes.

"On the part of Her M ment, however, the fri these discussions has as more a threatening tone of the people of this R whole of South Africa h and a position of extre been created owing to t Majesty's government agree to the legislation franchise and the resol representation in this Re ly by your note of Sept which broke off all fri dence on the subject, an Her Majesty's governm proceeded to formulate the for the final settlement.

"This government can above intimation from government a new viola vention of London, 1884, reserve to Her Majesty's right of a uni-lateral question which has alre lated by this governmen

"On account of the st and the consequent ser terruption of trade in ge correspondence respecting and the representations of this Republic has carr Her Majesty's governmen pressed for an early sett ally pressed by your inte answer within 48 hours, sequently somewhat mo note of September 15, a of September 25, 1899, further friendly negotiati off, this government recei tion that a proposal for ment would shortly be m

"Although this promise repeated, the proposal up reached this government friendly correspondence on the increase of troo scale was introduced by government, said troops in the neighborhood of the Republic.

"Having regard to occ history of this Republic, necessary to call to min felt obliged to regard thi in the neighborhood of i threat against the indep South African Republic, aware of no circumstance justify the presence of s force in South Africa an borhood of its borders.

"In an answer to an in pect thereto addressed to the high commissioner, th received to its great a veiled insinuation that fr on Her Majesty's counsel the Republic an attack w same time, a mysterious re sibilities, whereby this go strengthened in its suspici