



Wheeling Honors.

Ten Thousand People See Opening of Great Meet at Montreal.

Mile Championship a Loafing Race Decided by Finishing Rush.

Canadian Riders Show Up Well With the Cracks From World Over.

By Associated Press. Montreal, Aug. 9.—The World's Cycle Championship meet of the International Cyclists' Union...

GATLING GUN TO MEET LYNCHERS

Governor of Indiana Resents Interference With the Course of Justice.

By Associated Press. Indianapolis, Aug. 9.—Gov. Mount, on the request of Sheriff Dunn...

By Associated Press. London, Aug. 8.—In the House of Commons today...

By Associated Press. London, Aug. 8.—The two-mile tandem professional...

By Associated Press. London, Aug. 8.—The half-mile amateur was won by...

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EASILY EARNED REWARD.

Discoverer of Molson's Bank Robber Was Not a Detective, After All.

Winnipeg, Aug. 9.—(Special)—The one topic of conversation in the city to-day...

The place where the money was found was on the east side of Red river...

The question as to whether Davis, who effected the capture...

The gentleman was in the East last year, as a dry goods clerk...

He was named for a week. The gentleman was in the East last year...

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Firemen's Awful End

Truck While Being Lowered Comes in Contact With Live Wire.

Four Receive Deadly Charge and Fall Senseless to the Pavement.

One Apparently Restored Walks Fifty Feet and Then Drops Dead.

By Associated Press. Ottawa, Aug. 9.—Four firemen lost their lives in a blaze to-night on an upper floor of the Mercer Chemical company building...

The blaze started in a boiler room on the fourth floor of the Mercer Chemical company building...

The fire broke out in the boiler room on the fourth floor...

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WILSON BROS. Victoria, B. C. CARPETS, RUGS, ART SQUARES. We show 10 patterns to any other stores one.

A PARTING PROTEST.

Opposition Will Put on Record Their Dissent From Huge Appropriations of This Session.

By Associated Press. Ottawa, Aug. 10.—Prorogation has been fixed for 4 o'clock on Friday afternoon.

The Commons spent to-night in conference on the estimates...

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DREYFUS DISTRESSED. Though Case Proceeds Favorably the Strain is Telling Upon Him. Rennes, Aug. 10.—M. Demange, the principal counsel for Dreyfus...

DEATH IN THE HURRICANE.

More Than a Hundred Lives Lost and Great Misery in West Indies.

By Associated Press. London, Aug. 10.—The Governor of the Leeward Islands...

The hurricane which passed over the Leeward Islands...

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Martin's First Shot. "Fighting Joe" on Trail of His Colleagues Who Hastened His Exit. Takes Exception to Opening Move in New Westminster Campaign. Refuses to Bear the Blame for Grievances Felt in That City.

By Associated Press. Vancouver, Aug. 10.—Mr. Joseph Martin...

The speech was made at the opening of the campaign...

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SUNK BY A BATTLESHIP.

Prospective Opponents of Attorney-General Refuse Comfort to the Government.

Swell Forger Gets New Start—Nelson Lacrosse Team—The Fair.

BUYING ABROAD.

STORM-SWEEP ISLANDS.

PILGRIMS MEET DEATH.

JEALOUS WOMAN'S CRIME.

A LOVER'S CRUELTY.

TACOMA'S COFFIN SHIP.

REPELLED RELIGIOUS ORDERS.

BILET FOR MARCHAND.

TIDAL WAVE.

CARNegie'S LATEST GIFT.

SOUTH AMERICAN ALLIANCE.

DRANK WOOD ALCOHOL.

CHINA AND JAPAN.

MERCHANTS FIGHT DYNAMITE.

OR SALTERATUS IS THE BEST.

VISITING PLYMOUTH.

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The Colonist.

MONDAY, AUGUST 14 1899.

AN IMPORTANT CONTEST.

The contest for the New Westminster seat will have an important bearing upon politics in British Columbia. If it results in the election of Mr. Henderson the government will be able to carry on until the house meets. In that event the government will meet a hostile house, that is, the majority will be against them, although that majority will consist of two elements not very much in accord. On the other hand, if Mr. Henderson is defeated, the government will have no other course open except to resign, and the incoming administration will undoubtedly be able to gather to its support a sufficient number of members to keep itself secure in office. The present government party will go to pieces at once after Mr. Semlin's resignation. The defeat of Mr. Henderson would probably mean that a new government would be formed and the present house would live out its term. His election would mean such political confusion that a dissolution within a year would be absolutely necessary. The voters of New Westminster will thus see that a somewhat unusually weighty responsibility has been cast upon them by the latest turn in the political wheel of fortune. While the Colonist recognizes that there are some things to be said in favor of a dissolution, it believes the interests of the province would be best served by the formation of a new government out of the present house, which contains ample material for that purpose.

The public will not be surprised to learn that there is a very strong feeling in New Westminster against Mr. Henderson. One cannot easily understand how it could be otherwise, unless, indeed, British Columbia is to take leave entirely of a regard for political honor. We regret to be compelled to lay stress upon this side of the case. At the general election the Colonist warmly espoused Mr. Henderson's cause, and the political friends with whom it acted did the same. He declared himself opposed to the then opposition and as generally in favor of the policy pursued by the Turner administration. In proof of this view of his position it is only necessary to mention that Mr. McBride, a pronounced government candidate, spoke at his meetings and joined with him in a public demonstration over what was believed to be the success of Mr. Turner and his friends. Besides this he was opposed to Mr. J. C. Brown, a pronounced supporter of the present government party, and by the Columbia, which is easily the most aggressive champion of that party. The grounds of opposition to Mr. Henderson were the same as were urged on other parts of the province against Mr. Turner and his friends. Other proof could be given, if necessary, to show that Mr. Henderson wished to be recognized by the Turner government as a supporter. He will not deny that after his election he approached that government as a supporter, nor that during the election campaign he received every assistance that the friends of that government could give him. The manner in which he turned his back upon his friends, when he found they were about to lose office, excited the contempt even of those with whom he associated himself. While he cannot be denied the possession of considerable ability, and as a speaker he ranked with the most fluent in the house, it is safe to say that no man has ever held a seat in the legislature who stood as low in the estimation of his fellow members as Mr. Henderson did last session. That he felt his own degradation was only too clear. He seemed to feel, whenever he rose to speak, that the eyes of the house and galleries were upon him as upon a modern Judas Iscariot, a British Columbia edition of Benedict Arnold. How he can meet his former supporters in New Westminster face to face is something which we cannot explain, although we do not know that it is more difficult than to discover how Mr. J. C. Brown and the Columbia are ready to give him their assistance. If there was a principle at stake the course of the former opponents of Mr. Henderson might be explained, but there is not a single principle upon which they can justify their course. Nor is it as if Mr. Henderson were specially fitted for his new post, because only a week or so ago the Columbia told us that he was not fit for it.

We shall not at this time present to the people of New Westminster what we regard as conclusive reasons why they ought to seize this opportunity to give Mr. Henderson and the government which he has joined a coup de grace. There will be ample time to do that later. Our only object at present is to commend the decision of the people of that constituency to wipe out the strain which Mr. Henderson would place upon it if he could have his way, and to show them the importance that is attached elsewhere to the impending contest.

THE RAILWAY SUBSIDIES.

Col. Prior's remarks upon the omission of the government to propose any railway subsidies for British Columbia bring up a matter once more that must not be allowed to remain dormant, namely, that this province is not receiving due consideration at the hands of parliament. It is not a section of the country pointed out, whenever any British Columbia representative asks for aid to a railway in this province he is met by the objection that the Canadian Pacific cost a very large sum. Can anything be more sectional than this? When an appropriation is proposed for New Brun-

wick, Nova Scotia or Quebec, does any one object that the Intercolonial cost a tremendous lot of money, and has never paid the country as a business enterprise? Is the money spent on canals urged as a reason why nothing more should be expended in Ontario? Did the fact that the government built the Canadian Pacific between Port Arthur and Winnipeg prevent the subsidizing this session of a line across the same region and almost within sight of the C. P. R.? Must not all these questions be answered in the negative, and this being so, what reason is there in setting up the cost of the Canadian Pacific as an answer to the just claims of this province?

We must do the Minister of Railways the justice to say that he did not raise this objection. He contented himself with saying that the last time a subsidy was before parliament, British Columbia received \$3,000,000, referring thereby to the Crow's Nest Pass subsidy. We make no claim that this railway is not for the benefit of British Columbia, but it is not fair to charge the whole subsidy against this province, the whole line is not in this province. Moreover, the railway, while undoubtedly beneficial to the southeastern portion of British Columbia, is to a very great extent a line for the benefit of the East, by affording that portion of Canada a short route into the Kootenay, and was so explained at the time. It was because the line was understood to be one that would be of especial advantage to the East and the prairie country that it met with such general approval. Col. Prior spoke of four lines of railway, one or the other of which might well have been chosen as the recipient of parliamentary assistance. One of these was the V. V. & E. This road, when constructed, will give the merchants of the Coast cities a short route to the Boundary Creek country and Kootenay, besides opening a very valuable mining and farming region. This project is in such a position that if a subsidy had been forthcoming immediately. We have reasons to think that when the parties interested applied for this subsidy they were met with the reply that the legislature of this province, having at the request of the present government, repudiated what the preceding legislature and government had done to secure the building of this line, there was no proof that the people of the province really wanted to have the line built. In this respect, as in many others, the government of British Columbia did not voice public sentiment, but its action was a sufficient excuse for refusal at Ottawa. We do not know if applications were made to the government for subsidies for the other lines referred to by Col. Prior, and hence are unable to say whether or not there was any refusal in these cases. However this may be, Col. Prior acted very wisely in bringing them under the attention of parliament. A railway to the north end of Vancouver Island, another from the Coast to Cariboo, and one from Ashcroft northward are among the most pressing needs of this province. It is to be hoped that Col. Prior having brought them prominently forward, they may be regarded as having advanced a stage. We suggest that during the parliamentary recess steps should be taken to place these enterprises in such a shape that when next the government comes down with a subsidy act some one or more of these important lines may be urged for consideration with some chance of success. Col. Prior has done his duty in the premises, and our only regret is that no other British Columbia representative was present to support the position taken by him and press the claims of British Columbia for consideration, if not at this session then at the earliest possible day.

NOT ALL ONE-SIDED.

A characteristically impudent article appears in the Post-Intelligencer in regard to the United States' pretensions in the North. The Seattle paper pretends to see a resemblance between the condition of American citizens in the Yukon and that of the Uitlanders in the Transvaal. The pretence is so specious on its face as to merit an answer. The relations between Canada and the United States bear no resemblance whatever to those between Great Britain and the Transvaal. The latter derives its political autonomy from the consent of Great Britain, and is bound to recognize the suzerainty of that power, Great Britain, therefore, has the right to interfere to protect her subjects from inequitable treatment at the hands of the Boer government. Great Britain has just as much right to protest because British subjects are not allowed to participate in the municipal government of Seattle, and the United States has just as much right to protest because the American colony in Paris does not take part in the government of France, as the Seattle paper has to raise any objection because United States citizens cannot vote in Dawson. It is needless to say that the Washington authorities will never make such egregious asses of themselves as to make any claim along the lines proposed by the Post-Intelligencer.

The Seattle paper says that it is not proposed that Canada shall give anything in exchange for a free port on Lynn Canal. It is not customary for a government to propose to give anything in exchange for what it has a perfect right to. Nevertheless, the claim of the Post-Intelligencer is not correct. If Interior Alaska is worth anything at all, the right of transportation of goods across the strip of Canadian territory, which separates the head waters of the Yukon from the Summit, is of just as great value to the United States as the right of the free entry of goods at Skagway is to the Canadian.

We are not sure that the following view of the question has ever been advanced publicly: United States citizens may possess, under the treaty of 1825, the right of free navigation to the upper Yukon. We are not sure that this is the case, but will concede it for the purpose of argument, and so as to eliminate from what we wish now to advance anything that may be disputed on behalf of the United States. That is to say, we concede that citizens of the United States have the right to send a steamer from, say, Circle City to Bennett, and to carry goods from Bennett, being a point in Canada, to Circle City, being a point in Alaska, without any further interference from the Canadian authorities. This is necessary to prevent smuggling. This leaves a strip about 30 miles wide between the highest waters of the Yukon and salt water at Skagway. Now, the United States authorities admit that some portion of this strip is British territory, but we are accepting, for the time being, the full United States contention. It follows, therefore, that goods destined for interior points before reaching the Yukon must cross what is claimed by the United States to be their territory, and also must cross what is claimed by the same authority to be British territory. That is to say, Canadian goods destined for points in the Canadian Yukon must cross United States territory for a distance of, say, 12 miles, more or less, after leaving Skagway, and United States goods destined for points in the Alaskan Yukon must cross 18 miles or more of British territory after leaving the Summit, before reaching the Yukon. Therefore, if the trade of the Alaskan portion of the Yukon is of any worth anything to the United States, and we are sure that the people of Seattle would be the last to contend otherwise, the right to the free passage across the Canadian strip of goods destined to that part of the river valley is quite as important to them as the right to the free entry of goods at Skagway is to the people of Canada.

But this is not the whole case. While temporarily the river is the channel of communication between Bennett and Dawson, and the lower reaches of the Yukon, it will not always remain so. In a short time there will be rail connection as far as Dawson, and this will close up the route by way of St. Michael as effectually as if a dam were placed across the river. Our American neighbors will then be only too anxious to have liberal treatment accorded them by Canada in the matter of transportation across British territory. If the Seattle paper could see a little distance ahead it would realize that Seattle has more to gain than to lose by lending its aid to a friendly solution of the vexed question of ingress into the Yukon.

It may also be mentioned that while Canada would not be barred from her Northern territories if Lynn Canal was absolutely closed to traffic, for an alternate route can easily be obtained, the United States has no known means of reaching Interior Alaska except through St. Michael route. For these reasons we suggest that the Post-Intelligencer would do well to study geography.

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VISITING JOURNALISTS.

A party of journalists, numbering with their wives about one hundred, is on its way from the Eastern provinces to the Coast. We are not advised of the date of their arrival here, but suppose it will be duly made known. It is understood that after their arrival at Vancouver, the Quadra will be placed at their disposal for several days. When the Editorial Association of the United States was on its Western tour, Victoria had the distinction of being the only city that did nothing to entertain them. Perhaps this is a good idea to be conspicuous in this way, but there is at least room for doubt.

There is really not much good in the ordinary reception accorded parties of this kind. A free ride on the cars and the run of the Parliament building is not a very soon-stirring programme, even when it is capped by a visit to Chinatown to see the festive game of fan-tan in all its glory or breathe the thick atmosphere of an opium joint. The effort ought to be to bring the visitors into reach with the people, and as they are certain to see the newspaper men, we shall not be charged with selfishness when we say that there are many people in Victoria whom visitors do not see, who are really worth meeting. When visitors come from the United States it may be desirable to take them down to Esquimalt and impress them with John Bull's idea of the way an imperial policy should be carried into effect, and also to show them that this a town well sent out from New Westminster. While the contest for the seat is principally a local matter, the whole province is concerned in the result. It is better that the government should be defeated before the house meets, if possible, and for several reasons which will readily suggest themselves to those who give the situation anything like critical examination. A government defeated in New Westminster would obviate the necessity for a general election, among other things.

The Globe's suggestion is the more valuable, because it is in a position to speak with what may be called a personal knowledge of the feeling in New Westminster, and the friends of better government in that city would do well to give it their best consideration.

SICK HEADACHES.

The curse of overworked womanhood, quickly and surely cured by Karl's Clover Root Tea. The great blood purifier and tissue-builder. Money refunded if not satisfactory. Price 25 cents and 50 cents. Sold by Henderson Bros.

THE LATE J. H. TODD.

The death of Mr. J. H. Todd removes from this community one of its oldest and most honored citizens, as well as one of its most prominent business men. Upon what must have been the last occasion when Mr. Todd came down town, he spent a half hour in the Colonist office, talking over old times in British Columbia and the prospects for the future. He was very enthusiastic upon the latter subject, expressing the confident belief that the province was only on the threshold of great things. He then spoke about the improbability of his participating in what was to come, and expressed the conviction that his life was nearly over. He seemed strongly impressed with the idea that the end was very near, and when effort was made to get him to express a more cheerful view of his own health, he replied that it was of no use.

Mr. Todd has long been identified with British Columbia's business interests, and is credited with having amassed a fine fortune. He was a prudent and enterprising man, who understood the province very thoroughly. He leaves his business in very excellent hands. His family have the sympathy of the entire community.

THE QUEEN'S SPEECH.

Taken in connection with Mr. Chamberlain's speech in the Imperial House of Commons yesterday, the Queen's speech on the prorogation of parliament is of very great interest. Usually the speech from the throne upon such occasion is a document of the most perfunctory kind. This speech contains a declaration in regard to the Transvaal, which could have been placed in it only for the purpose of directing the attention of the world to the most emphatic fashion of the determination of the British government to champion to the utmost the case of the Uitlanders. It remains to be seen if President Kruger will continue his reactionary policy, in view of this pronounced declaration. Great Britain can not recede from the position thus assumed.

The mention of the work done by the peace conference is pleasant to see, because it is an official recognition that the best of all tactics is peace. It is not fruitless. We are yet a long distance from disarmament, but a very decided impetus has been given to the principle of international arbitration, and something has been done towards mitigating the horrors of war.

The reference to India shows how far-reaching are the responsibilities of empire. Conditions must be quite serious as regards the crop outlook when they are deemed sufficiently so to call for mention in the Queen's speech.

RAILWAY SUBSIDIES.

In the act giving subsidies to certain railways just passed in parliament are three new provisions which are valuable. One of them enables the government to secure other companies running rights over the subsidized lines; another gives the government control of the rates, and a third provides that the railways shall afford certain facilities for the carriage of mails, men and material for government use over their lines, the rate to be fixed by the governor-in-council in the event of the companies and the department immediately concerned not being able to agree upon it. In referring to these new features the Province mentions that the Conservative government when in power made no such reservations. This is quite true, but all that is demonstrated thereby is that Canada is beginning to understand the railway problem much better than it was understood a few years ago. The time was, and it was not so very remote, when every one looked upon railway construction as something of a mystery, and it was hard to see how the government could do too much in return. But we are all wiser now. While it is yet realized that to secure the prompt opening of valuable districts it is necessary to give public assistance to private enterprises, it is also known that this aid is a matter of bargain, and hereafter there will be no bald subsidies without some compensating obligation on the part of the organization and for the Conservatives did not include in their subsidy acts such provisions as those referred to, neither did the Liberals ever suggest that they ought to be included. Both parties were much alike in their view of the subsidy problem.

DASTARDLY TACTICS.

The News-Advertiser attempts to stir up sectionalism by representing to the people of New Westminster that the opposition to Mr. Henderson is being engineered from Victoria. The News-Advertiser would be much better occupied in explaining how Mr. Cotton came to be charged with the deliberate falsification of the records of the Executive Council. Its statement in regard to the opposition to Mr. Henderson is utterly false, and the Vancouver paper knew it was false when it published it. So far from any one in Victoria being concerned in working up opposition in the Royal city, there is a singular absence of any movement of that kind here. Before expressing its views upon this subject on Tuesday last the Colonist sent the trouble to consult as many prominent members of the opposition party as possible, and the opinion held by them all was that the matter ought to be left wholly in the hands of the New Westminster people. Since that conclusion was published in the Colonist other friends of the opposition have endorsed it heartily. It would be an unwarrantable piece of impudence, as well as exceedingly bad politics, for the people of Victoria to attempt to dictate

THE LATE J. H. TODD.

The death of Mr. J. H. Todd removes from this community one of its oldest and most honored citizens, as well as one of its most prominent business men. Upon what must have been the last occasion when Mr. Todd came down town, he spent a half hour in the Colonist office, talking over old times in British Columbia and the prospects for the future. He was very enthusiastic upon the latter subject, expressing the confident belief that the province was only on the threshold of great things. He then spoke about the improbability of his participating in what was to come, and expressed the conviction that his life was nearly over. He seemed strongly impressed with the idea that the end was very near, and when effort was made to get him to express a more cheerful view of his own health, he replied that it was of no use.

Mr. Todd has long been identified with British Columbia's business interests, and is credited with having amassed a fine fortune. He was a prudent and enterprising man, who understood the province very thoroughly. He leaves his business in very excellent hands. His family have the sympathy of the entire community.

THE QUEEN'S SPEECH.

Taken in connection with Mr. Chamberlain's speech in the Imperial House of Commons yesterday, the Queen's speech on the prorogation of parliament is of very great interest. Usually the speech from the throne upon such occasion is a document of the most perfunctory kind. This speech contains a declaration in regard to the Transvaal, which could have been placed in it only for the purpose of directing the attention of the world to the most emphatic fashion of the determination of the British government to champion to the utmost the case of the Uitlanders. It remains to be seen if President Kruger will continue his reactionary policy, in view of this pronounced declaration. Great Britain can not recede from the position thus assumed.

The mention of the work done by the peace conference is pleasant to see, because it is an official recognition that the best of all tactics is peace. It is not fruitless. We are yet a long distance from disarmament, but a very decided impetus has been given to the principle of international arbitration, and something has been done towards mitigating the horrors of war.

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LEA & PERRINS' SAUCE. ORIGINAL WORCESTERSHIRE. AGENTS: M. Douglas & Co., and G. E. Golson & Son, Montreal.

COFFEE, SCRIMMING BUYERS, SPICES. PURE COFFEE PURE SPICES and PURE BAKING POWD'R. HIGHEST STANDARD GUARANTEED. STEMLER & EARLE, IMPORTERS AND MANUFACTURERS VICTORIA.

The Columbia Flouring Mills Company. ENDBERBY AND VERNON. Premier, Three Star, Superfine, Gaham and Whole Wheat Flour. R. P. Rithet & Co., Proprietors, Victoria.

Hotel Badminton VANCOUVER. This Hotel is NOT closed, but runs on EXACTLY the same lines as before. The Orchestra plays as usual. W. H. Mawdsley, Manager.

CALVERT'S Carbolic Tooth Powder. Carbolic Tooth Paste. For Preserving the Teeth and Strengthening the Gums.

NOTICE TO SHAREHOLDERS. A meeting of the shareholders of the Miles Canon and White Horse Tramway Company will be held at the offices of Messrs. Hunter & Oliver, at No. 21 Bischoff Street in the City of Victoria, British Columbia, on Monday, the 21st day of August, A.D. 1899, at 11 a.m.

APOL & STEEL'S Ladies' Pills. A REMEDY FOR IRREGULARITIES. Suppressing Bitter Apple, Pili Oculi, Penury, etc.

The Seizure Inves. Mr. W. W. Stumbles and Mr. Consul Smith. From the Fisheries Department. Object of Visit of Representative of Marine Fisheries Department.

The Seizure Inves. Mr. W. W. Stumbles and Mr. Consul Smith. From the Fisheries Department. Object of Visit of Representative of Marine Fisheries Department. Mr. W. W. Stumbles, of the Fisheries Department, Hon. A. E. Smith, United Kingdom, who have been investigating Canadian fishing boats Duunwoody, of the United States cutter Guard at the mouth of the river, returned to the city yesterday accompanied by Col. Dudley, United States Vancouver. Speaking of his trip last Stumbles said he had been Coast by the minister of Fisheries, who was desirous of understanding, with instructions to everything that he thought the department information and salmon canning, as the were desirous of assisting in every way possible. Upon ascertaining whether Canadian men were annually returning United States authorities with the consuls, Steveston and Blaine. At Steveston several fishing boats were seized by the Guard were some said that they were in American waters, having up, and were not fishing, they had been taken in Canada and others admitted that caught fish in American waters. However, that they properly treated by the American fishermen, the party went to locate the boat which Mr. Stumbles had some can traps are very near the customs officer at Point Blaine, the next point the party, it was ascertained sub-collector and his assistants had in their custody 11 boats etc., and that the fish seized and had realized \$16. At Blaine who issues fishing sub-collector and his assistants had in their custody 11 boats etc., and that the fish seized and had realized \$16. At Blaine who issues fishing sub-collector and his assistants had in their custody 11 boats etc., and that the fish seized and had realized \$16.





New Experience

Obstacles Placed in the Way of Canadians by American Officials.

A variety of subjects were discussed at a meeting of the council of the British Columbia board of trade held last evening...

Many Subjects Are Discussed

The secretary of the Vancouver board of trade, acknowledging the receipt of a letter from the Victoria board in respect to the Atlin excursion...

Transvaal Must Come to Terms

The Transvaal must come to terms with the British government, according to the speech of the Queen at the Cape Town conference...

Chamberlain Calls Position Intolerable and Troops Move to South Africa.

Queen's Speech at Proclamation Has Significant Reference to the Situation.

By Associated Press.

London, Aug. 9.—Replying to various questions in the House of Commons today...

SELKIRK GLACIER. A Scene of Wonderful Grandeur From Its Summit.

Capt. Bowles Promoted.

The Youngest Commander Succeeds Capt. Lee on Empress of Japan.

Short Talks With Travellers in Whom Everyone is Interested.

Other Emperors passengers included Surgeon-Major Alpha of the Indian army...

Rich Specimens of Gold and Copper Brought From Atlin Country by a Party of Americans.

Among the arrivals on the steamer Alpha was a party of Americans...

Manila, Aug. 2, via Hongkong, Aug. 8.

WEBSTER'S IDEA OF THE ORATOR.

"The orator who would do justice to a great theme or a great occasion must be thoroughly conversant with the subject...

THE POWER OF PRAYER.

A Reading (Pa.) woman has a strange method of warding off assaults from her husband...

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Capetown, Aug. 9.—The Transvaal government has just received a letter from Sir Alfred Milner...

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By Alpha From The Gold Fields

Rich Specimens of Gold and Copper Quartz From Atlin City.

Laborers Exodus From Klondike—Particulars of the Big Fire at Dyea.

Victoria's second Northern treasure ship this week, the Alpha, arrived last evening at 8, with 180 passengers...

Mr. F. C. Anderson, who comes from Hankow and is on his way to England...

Mr. Crane is manager of the Eastern Telegraph in Japan, and was brought prominently before the reading world a few years ago in connection with the going down of the big East India steamer Catterthun...

Other Emperors passengers included Surgeon-Major Alpha of the Indian army...

Mr. D. R. Morrell, of Los Angeles, P. J. Brady, of New York, who struck it rich in several parts of the Atlin country...

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ARION CLUB CONCERT.

Music at the Gorge on Wednesday Evening Next—The Programme.

The concert to be given by the Arion Club at the Gorge next Wednesday evening will be in aid of the Ladies' Auxiliary of the Jubilee hospital...

Widiand Song Macfarren

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