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Victoria Daily Times.

VOL. 33.

NO. 21.

Congratulates the Troops and Leader

GOVERNMENT MESSAGE TO LORD KITCHENER

Report That Boer Delegates In Europe
Will Be Guaranteed Safe
Conduct Home

London, June 6.—The war office has cabled congratulations to Lord Kitchener on the energy, skill and patience with which he conducted the long campaign in South Africa, and has asked him to communicate to the troops the government's profound sense of their spirit of endurance, bravery and discipline, and also of their humanity, shown throughout the trying period.

Lord Kitchener replied, on behalf of the army in South Africa, tendering his sincere thanks for the congratulations of the government, which he was sure the troops would receive with great satisfaction.

Paul Kruger.

London, June 6.—The organ of Colonial Secretary Chamberlain, the Birmingham Post, says to-day that on account of his age and infirmities the British government has waived its claim for the acknowledgement by Mr. Kruger of British sovereignty over the Transvaal, and has guaranteed to all the Boer delegates in Europe a safe conduct to their homes in South Africa.

Glad War is Over.

Hamilton, Bermuda, June 6.—The Boers who have been living in the prison camps on the island near here have been granted their liberty on parole. Several of them came ashore here to-day, and were interviewed. Generals Cronje, Wessels, Botha and others were extremely reticent, but they said they were glad the war was over, and would be delighted to get back to their homes. It is understood that the rank and file of the Boers will be allowed ashore in batches of ten. The officers have been invited to an "At Home" at Government House to-morrow.

Col. Lynch.

London, June 6.—According to a news agency, Col. Arthur Lynch, who fought with the Boers in South Africa, and who was elected in November last to represent him in the House of Commons, and who, however, did not sit there last night in a dispatch to the Associated Press from Paris, had decided to go to London early next week and attempt to take his seat in the House, will not be allowed to carry out his intention, but will be arrested on the charge of treason immediately after landing in England. A sharp watch is being kept for Col. Lynch, and if he reaches Westminster it will be by stealth.

PROVINCIAL POLICE COURT.
Charge of Cruelty to Horses Against
John Alexander Dismissed.

The Provincial Police court yesterday afternoon the hearing of the charge against John Alexander, a teamster, of cruelty to a team of horses on the Esquimalt road on Friday last was adjourned.

The case had been adjourned from Tuesday in order to afford Mr. Hall, P.M., an opportunity of hearing expert evidence from Dr. Hamilton, the veterinary surgeon, Mr. Higgins appeared for the accused, and Sergt. Murray conducted the prosecution.

Dr. Hamilton said that he knew the horse, one of the team in question. He believed that the horse was a bally animal. He saw both horses on Saturday morning—the day following the alleged ill-treatment—and could not find any marks made by recent whipping. Some time ago the horse had been abused, and when the animal was seen the old marks of that would show up. Both animals had shoulder sores.

Cross-examined by Sergt. Murray, the witness said that there might have been welts on the animal caused by whipping on Friday, which would have disappeared on Saturday morning.

Mr. Higgins, addressing the bench, claimed that it had been proved that the accused had knowledge of the animal's abuse, as he had harnessed them up that day, and held that the charge had not been upheld by the evidence.

Mr. Hall dismissed the charge on the ground of insufficiency of evidence for the prosecution.

BIG BLAZE AT TORONTO.

Toronto, June 6.—Fire broke out in the pavilion in the horticultural gardens, in which the boards of trade banquet was held last night, at an early hour this morning, destroying the entire building and causing a loss estimated at between \$75,000 and \$100,000. Among the losses was the collection of palms presented to the city by the late Sir David Macpherson, valued at over \$40,000.

GONE NORTH.

Ottawa, June 7.—C. N. Burns, who has been private secretary to Hon. W. F. Fielding since 1890, left last night for the Yukon. He goes on official business to the city by the late Sir David Macpherson, valued at over \$40,000.

marked the pro-

strike at Chicago

the numerous fights

and the strikers and

Street car traffic

the fighting went on.

EPSOM RACES.

To-Day's Proceedings Marred by Rain
—The Oaks.

London, June 6.—Ladies' Day at Epsom was marred to-day by rain. King Edward, the Prince of Wales and others of the Royal family started for the course in尽管。The roads leading to the course lacked much of their usual picturesqueness owing to the weather. A majority of the race-goers preferred to travel by train in consequence, and a good sprinkling of people adhered to the time-honored custom of attending the Oaks in coaches and other conveyances.

The race for the Oaks stakes, of 4,500 guineas, was run for three-year-old fillies about one mile and a half, was won by R. S. Sleevre's bay filly, Scopre. Glass Jug was second and Lord Cadogan's bay filly, by Priscilla, out of Simon, third. Fourteen horses ran. The betting was 5 to 2 against Scopre, 10 to 1 against Glass Jug and 25 to 1 against the Simon filly.

Scopre in April last won the Two Thousand Guineas stakes and in May the One Thousand Guineas stakes.

BACK FROM MALCOLM ISLAND.

Nanaimo, June 7.—Matti Kurkisa has returned from Malcolm Island. He will remain here for a little time. The cancellation of the reserve of the timber on the island for pulp purposes is highly satisfactory to him, and will, in his opinion, mean a very considerable advantage to the Kavala Kanso Co.

The company have at last named their town where they will make their headquarters. It is to be known as Sointula (place of harmony). The necessity for a school is now being felt.

FIRST GRAND TRUNK CAR AT THE MARKET

Initial Show to Be Transported on the
Island in Managing Company's Own Train,

The first carriage of Great Northern freight has arrived in the yard of the Victoria Terminal railway, and a car loaded with fruit jars, and is consigned to J. H. Todd & Son. It is car No. 7,628 of the Grand Trunk system, was brought West from Montreal via Chicago, and reached the Coast without delay, the large Georgia freight it at Sidney after taking a short stop at Victoria.

The transfer from the barge to the railway tracks yesterday probably did not take ten minutes, and had there been a whale train to be landed the time consumed in the work would have been proportionately less.

At the afternoon session, Mr. A. S. Goodeve of Rossland, B. C., moved a resolution calling for the readjustment of the tariff on lead and lead products, so as to encourage the development of the lead mining and refining industries in British Columbia. Mr. Muir seconded the resolution, which carried him.

The members of the conference attended a banquet at the pavilion this evening. Messrs. Mulock and Tarte were present and spoke.

FAST ATLANTIC SERVICE.

Montreal Star's London Correspondent

Says Nothing Definite Has Been Arranged.

Montreal, June 6.—The Star's London cables say: "This evening's papers publish elaborate statements to the effect that negotiations are very far advanced between the British and Canadian governments, and a great syndicate of capitalists headed by Sir Christopher Furness, for a fleet of 22 broad steamers, magnificently equipped, and carrying 2500 tons of merchandise destined for service between Milford Haven and Canada, in conjunction with the Great Western Railway of England and Canadian Pacific Railway, under heavy British and Canadian mail and admiralty subsidies, also fitted with a fleet of fast cargo steamers, the same forming an effective checkmate to the Cunard trust. It is said that plans are sufficiently far advanced to enable the company to be floated in a couple of weeks."

"Lord Strathcona, Canadian high commissioner, interviewed to-day, denied the allegation that he is actively associated with such project, though he would not say that the negotiations were not foot with Sir Christopher Furness. There is certainly no afoot what await the arrival of the colonial premiers in London, for possible co-operative action between British, Canadian and Australian ministers."

PRESIDENT ELECTED

At Yesterday's Session of the Toronto Methodist Conference.

Toronto, June 5.—The Toronto Methodist conference opened in the Metropolitan church to-day. Rev. James A. Allen of Saint Ste. Marie was elected president by an overwhelming majority on the first vote. The new president is a member of the Montreal Board of Governors. Manitoba and Hamilton bodies, as well as of the Toronto conference, general conference at Winnipeg in September. He would be the natural candidate for the Supreme Presidency to-day. After roll call Rev. Dr. Carman delivered a stirring address upon the close of the war, and its meaning to the church, and also mentioned the importance of continuing to cease small bickerings and contentions, and to endeavor to quicken the moral energy of the people so that a note that no government would desist from that would be polled in favor of prohibition in December.

GEN. MILES.

Report That He Will Be Charged With Betraying Secrets.

Kansas City, Mo., June 5.—The Jones will say to-morrow: Lieut-General Nelson Miles, commanding the United States army, passed through Kansas City last night on his way from Fort Riley to Washington, called there by President Roosevelt, and thence with the situation of affairs in South Africa, expressed his pleasure at the fact that peace had been concluded prior to the coronation.

More Surrenders.

Queenstown, June 7.—The Cunard liner Umbria from New York, having on board Whitelaw Reid, the special envoy of the United States to the coronation of King Edward, arrived this morning. Mr. Reid, who informed Dr. E. D. McLaren's church in Vancouver for six months, expressed his pleasure at the fact that peace had been concluded prior to the coronation.

THE VACANT SENATORSHIP.

Ottawa, June 7.—Frank Frost, M. P., Leed's and Grenville, whose name has been mentioned in connection with the vacant senatorship for this district, is in the city to-day. It is likely that the matter will be decided to-day.

BRITAIN'S TRADE.

London, June 7.—The statement of the board of trade for the month shows increases in imports of £26,900, and a decrease in exports of £504,700.

BRITISH LOSSES DURING THE WAR

STATEMENT ISSUED BY THE WAR OFFICE

Nearly Eight Thousand Troops Killed
in Action or Died of Wounds—
Surrender of Fouche.

London, June 6.—The official statement issued by the war office this morning shows that the total reduction of British forces in South Africa up to May 30th of the present year is 37,467. This includes killed, prisoners of war, dead from disease, and men sent home. Of these, many have rejoined their regiments, leaving 28,434 dead, or permanently incapacitated. The total number of troops killed in action or who died of wounds is 7,792, while the total number of deaths from disease is 13,250.

Feeling in Africa.

Capetown, June 5.—Reports which have been received here from all quarters indicate the greatest relief and satisfaction at the conclusion of peace.

The Boer delegates are in the field to bring in the various commandos, and some have been ordered to come in. Commandant Fouche, the only rebel whose intentions were doubtful, has already come in. Preparations are made to resume the night train service to all points.

Col. Lynch.

Paris, June 5.—The correspondent of the Associated Press learns that Col. Arthur Lynch has decided to go to London early next week. He will go straight to the House of Commons, attempt to take his seat there and abide by the consequences.

Col. Arthur Lynch is accused of being found with the Boers in South Africa. In November he was elected to the House of Commons to represent Galway. It was announced in London later that he would be presented from taking his seat in the House of Commons, as he set foot on British soil he would be arrested on a charge of treason. Lynch has been living in Paris for some time.

The subject was still under debate when the conference adjourned till to-morrow.

At the afternoon session, Mr. A. S. Goodeve of Rossland, B. C., moved a resolution calling for the readjustment of the tariff on lead and lead products, so as to encourage the development of the lead mining and refining industries in British Columbia. Mr. Muir seconded the resolution, which carried him.

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THIRD OF ISLAND WAS DEVASTATED

ST. VINCENT SUFFERED MORE THAN MARTINIQUE

Scientist Thinks Fort de France Is in Danger from a Tidal Wave.

New York June 7.—Captain Barry, of the cruiser Dixie, just returned from bearing supplies to the volcano victims in the West Indies, said regarding conditions in the islands:

"Conditions are not as bad on Martinique as on St. Vincent, because on Martinique the people are fairly well supplied with everything, and there is no danger in future eruptions. Only a small area of one or two square miles has been devastated. But on St. Vincent destruction extends over a third of the island. Plantations, orchards and everything have been ruined, and the means of subsistence have been taken away from them, and thousands have been left in need of some kind of support."

The scientific results of the Dixie's expedition, Prof. I. S. Russell, of the University of Michigan, said: "The volcano was still bursting against the water near the base of the mountain caused superheated steam and burst the mountain open."

Prof. Hill, who investigated the outbreak for the government, said: "Months will be required for the final scientific decisions. We have had an eminently satisfactorily trip. The rocks and volcanic matter which we have collected must be cut into sections and analyzed before we can give extended opinions for publication."

"I think Peles will smoke and remain silent for months," said Prof. Russell. "It probably will be a calm at Vesuvius again. I hardly think he will smoulder and blow up in one gigantic explosion. I believe it will quiet down and gradually die away. A new lake will form in the crater, tropical verdure will grow where there is now nothing but black gray ash. The people will build new villages and towns at its foot, hold their holiday picnics on its summit and Peles will remain quiet for probably fifty years."

"There should at least be a seismograph on every volcano—an instrument which records the tremors of the earth. It was operated by the Chinese centuries ago. The instrument would give the people ample warning. The seismograph at Vesuvius for thirty-five years has done 'satisfactory' and valuable work. There is absolutely no occasion for such a tremendous loss of life as occurred at Pompeii."

"I don't think Fort de France is in much danger from the volcano, but I do think she is in danger from a tidal wave. In volcanic districts these tidal waves are of frequent occurrence. They are caused by a sudden upheaval of the sea bottom. In case of such an upheaval Fort de France would probably be wiped out as a safety position from tidal waves. The town is finely situated as it is built on a high ridge. It is about the only town in the volcanic belt, so situated."

PROPOSED FAST SERVICE.
London Dispatch Says All Reports Concerning Matter Are Premature.

London, June 6.—The statements which have recently appeared in the British press and which forecasted the formation of an all-British shipping combination seem to be open to grave doubts. Judging from careful inquiries made by the Times, the statement of the most influential quarters of London, almost all-of-which has so far been printed, is not only premature, but inspired, and its purpose is to assist towards the realization of the project, which is as visionary as before.

The circumstances with which these published reports have been adorned contrast with the statement of statements of those without whose support such a combine would probably be futile. Even the cardinal point upon which these published stories were hung, namely, the utilization of Canadian subsidies, seems to be untrue. In face of recent remarks on this matter, by J. Israel Tarte, Canadian minister of finance, it is evident that he has been informed that Lord Strathcona and Mount Royal, high commissioners for Canada, had received no proposition with respect to Canadian subsidies. So far as the high commissioner knows, the offer of the Canadian government of subsidies, while still open, has not been negotiated for. Some negotiations might be made, but the Canadian government is anxious if Lord Strathcona and Mount Royal, in this their position of Canadian high commissioner and a large holder of shares of the Canadian Pacific railway, were ignorant of the occurrence.

Lord Rothschild, whose financial assistance to the proposed shipping combination must certainly be asked, has never heard a word of the combine, with the exception of what he has seen in the newspapers, and these reports he appears to discredit. Baring Bros., who are intimately connected with mercantile finance, entirely discredit the possibility and practicability of British opposition to the United States combine.

One of the leading figures in the English business world, whose name ranks with that of the Rothschilds, said to-day: "I have not heard a word which makes me think this British project, in other than a visionary one. If it materialized, it would not have the support of the best financial circles in England. It is an unnecessary step and it is causing men to do like this agitation; they do not like this agitation; they do not like this suggestion of a revo-

against so-called American aggression. There is no necessity for such a combine as long as Americans are willing to pay twenty shillings on the pound. It is much better that England should understand that the statements published in the newspapers are quite unauthorized. The Morgans are quite undisturbed at the press reports of the projected combination, or of Mr. Tarte's speech. The information which is particularly likely to be correct, leads to the belief that absolutely nothing has been accomplished between the British ship owners and that there is small probability of any satisfactory basis of operation being reached. The Morgans and other members of the original Atlantic shipping combine profited little indifference as to whether or not new projects materialized, which would furnish such competition would not be formidable."

More than one of the lines now mentioned as in the combine were offered the Morgans and refused by them. Sir Alfred Jones, chairman of Elder Dempster & Co., who is supposed to be one of the most prominent movers in the new combine, said to-day to a representative of the Associated Press that he could not make any statement at present.

COMING WEST.

Officials From Chinese Embassy Will Study Immigration Matters.

New York, June 9.—Among the passengers who arrived to-day on the steamer Barbarossa from Bremen were Hauptmann Von Mulmann and Oberst Von Witzleben, German army officers, who have been sent by the Kaiser to inspect the military academy at West Point; and also Shih Yen Shoon and Tsin Tib, of the Chinese embassy, at London, who are going to Vancouver to investigate Chinese immigration.

POUR WOUNDED.

Fight at St. Paul, Minn., During Which Pistols and Shotguns Were Used.

St. Paul, Minn., June 9.—A battle was fought with pistols and shotguns yesterday between three citizens and about 30 Italians employed in a camp on the Chicago Great Western road, at the end of the Concord street car line, resulting in the serious injury of four persons of whom will die. The battle is said to have resulted from insults to women who were passing the camp of the laborers. Pistols were used, but which side began the shooting is not clear.

The Italians, it is said, had been drinking during the day, and when Mr. and Mrs. V. V. Roberg, Mr. and Mrs. Marcotte, and Mr. and Mrs. Wayman, on a fishing trip, some of the laborers made disrespectful remarks about the women. Roberg and Marcotte understood the insults spoken in Italian and answered. A pistol was fired and immediately followed by several others. The shooting ceased for a time, and witnesses say some laborers ran into the camp building and shot the guard. Each shot brought down a man, Roberg, Marcotte and Wayman falling in the street, and then the shooting ceased. The police arrested 29 of the Italians and 12 were detained at the police station for investigation.

One Death.

St. Paul, Minn., June 9.—As a result of the injuries sustained in last evening's riot A. Roberg died to-day. The others injured will probably recover.

GUARDS SHOT.

Two Prisoners Escape After Killing Three Men.

Salem, Oreg., June 9.—Two desperate prisoners, Harry Tracey, sentenced to 20 years, and David Merrill, to 12 years for assault and robbery, escaped from the penitentiary this morning. They killed three guards, Frank Fennell, a ship's guard, and S. R. Jones and Bon Tiffany, fencemen. The prisoners had just marched into the foundry for work at 7 a.m. when Tracey appeared suddenly with a rifle, shot Guard Fennell, killing him almost instantly. Ingram, a life prisoner, attempted to take the rifle from Tracey and was shot, but the bullet passed through his arm. Other prisoners were found, at the point of a pistol, to permit the men to climb a ladder to the wall. One guard who was shot, however, had been wounded in the shoulder.

To bring this about a readjustment of the tariff was necessary. He did not think such an adjustment would necessarily raise the price to the consumers. Robert Munro, of Montreal, in seconding the resolution referred to the anomaly of the position. All the lead consumed in Canada was imported, while 90 per cent of the metal produced in the country was exported. The Canadian tariff was 40 per cent, and the American 10 per cent, the products of the lead mines had decreased 20 per cent. This had been largely due to the tariff arrangements of the Dominion. The Americans had attempted a freeze-out game and would neither purchase nor manufacture Canadian lead. American duty was eight times greater than that of Canada, and the Canadian duty above \$6,250,000, and the Canadian duty about \$5 per ton. The Canadians were absolutely prohibited from entering the United States with lead, and compelled to sell on the open market. They hoped in the course of a short time to have a refinery in operation in British Columbia, and thus be in a position to market their raw material.

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To bring this about a readjustment

VICTORIA STRUCK AN UNMARKED ROCK

BADLY DAMAGED IN TRINCOMALI CHANNEL

Was On Her Way to Victoria When Accident Occurred Yesterday Afternoon—Notes.

While taking a midway passage through Trincomali channel on her way to Victoria with 3,000 tons of coal from the colliery at Ladysmith, the steamer "Victoria" struck an uncharted rock yesterday afternoon and sustained serious damage.

The vessel was en route here to complete her crew before proceeding north to Dutch harbor with her big cargo of fuel. It was about 2:30 o'clock when the accident occurred. The weather was fine, and the sea perfectly calm. The course followed was in mid-channel, where the chart indicates a uniformity of depth and a clear unobstructed path. No rock appeared within about two miles of the place. Twenty-one fathoms is indicated at the spot, and all around deep soundings are shown. The second officer was at the wheel, and Captain Butler, one of the most skilful and local navigators, was pilot.

In speaking of the accident Captain Butler said this morning that the steamer was going full speed. She seemed to strike on a pinnacle of a rock, which breaking off with the first blow of the ship gave away, and allowed the stern to pass over without touching. This is the only way in which he can account for the ship striking in the manner she did, for she draws considerably more aft than forward, being 23 feet by the stern.

It was a great surprise to Captain Casey as also to Captain Butler. It was found at once that the steamer was pretty badly injured, but fortunately she has a false bottom, and this saved her. The forward compartment flooded with water, and before proceeding on the voyage south the ship was beached to ascertain as nearly as possible just what amount of damage she had sustained. The lady passengers, four in number, including Mrs. Casey and a few friends, were landed at Fulford harbor, where they were picked up by the steamer City of Nanaimo.

After an inspection of the ship's condition was made and it was found that she could make the voyage to Victoria in safety she was backed off and headed for Esquimalt full speed. She will now be discharged and placed in dock for repairs, and the steamer will be ready when the steamer was here for repairs. While on her way north from San Francisco last winter she lost her propeller and tall shaft, and her present misadventure makes her second narrow escape from disaster she has had in the last six months.

The "Victoria" is an iron ship of 1,507 tons, and was taken over by Swayne & Hoyt, of San Francisco. She has been playing in the coal trade for some time for R. Dunsmuir & Sons.

CASE OF SMALLPOX. Mistrust accompanied the arrival of the first steamer at Dawson from up the lakes. From information received through the arrival of the Amur this morning it is learned that the steamer "White Horse" is now tied up at the Yukon metropolis with one or more cases of smallpox. Two hundred passengers who brought the same outside. Particulars of the trouble, however, could not be learned at Skagway before the Amur sailed for Victoria. She left on Wednesday last with but three passengers aboard, and her officers bound only in that owned by Victorians.

SITTON'S NARROW ESCAPE. The expected crowd from Dawson did not turn out, and the steamer was unable to land on the coast. Lower La Range. It was stated at Skagway that was still blocked with ice, and on account of the low water steamers could not reach their destination. Consequently the town of Skagway was extremely quiet, and on account of the dull times one of the city's newspaper publications, it is said, was given up.

The steamer "Urima" arrived from San Francisco yesterday morning with 111 first class and 62 second cabin passengers, of whom twenty of the former and seven of the latter landed here. Among the passengers were Capt. George Palmer, later in command of the steamer tender Slocum, who has been appointed chief officer of the coast survey steamer Gedney; M. Hunter, who was second officer on the transport Warren, and who has been given similar rank on the Gedney, and J. Stanton, who was fifth officer on the transport Thomas and who has been promoted to third officer on the Gedney. The Queen, the new Pacific coast liner, will sail for San Francisco last night carrying among her passengers from Victoria J. Buckenham and wife, J. W. Keller, J. P.

DAWSONITES AND GOLD. Steamer "Dolphin" is reported to have reached Seattle on Saturday with 84 men and 150 of whom came from Dawson, and other inside ports. The latter are the first to come out since the opening of Lake La Barge. It is estimated that between \$50,000 and \$70,000 was brought down, although V. C. Gorst, who has been working Eldorado claim 16, owned by T. S. Lippy, is the only passenger who carried dust.

A. E. Williams is well known in Seattle as one of the first persons to reach Skagway from Dawson. He and T. L. Vining left Dawson on the steamer "Belle" on May 19th, to Lower La Barge. "We walked 35 miles around the right shore of the lake," he said, "and a rough trip it was. We walked over swamps, crossed rivers and finally reached Hell Gate, where we had to sleep. The struggle did not last long. Muscular and active, that he was, Williams soon scaled the cliff, and was safe."

News from Dawson reports that the first of the new fleet, numbering in all 15 craft, has reached that point with 225 tons of freight.

According to the schedule the steamer "Ethel" will sail from Dawson on June 5th for Koyukuk river, trans-arriving her passengers to the Rock Island. The

steamer will sail on the 18th and transfer to the Seattle, bound for Bergman.

The "Dawson" was to have started down the river on June 4th from White Horse, and the Canadian was to have followed with 112 soldiers bound for Eagle.

"Word comes from Atlin that there is a party of 100 in camp," says the Skagway Alaskan. "John MacKay, of the traffic department of White Pass & Yukon, received word yesterday for three deckhands for the Scotia, plying on Atlin lake. In the letter to Mr. MacKay asking for the men, H. M. Price, purser of the Gleamer, who received the dispatch at Cariboo from the Scotia, states that there are not sufficient men in Atlin to do the necessary work for the hydroelectric concerns. The scarcity of labor he says, applies to nearly all lines of work."

VANCOUVER'S "COMPLACENCY." Vancouver, according to the Province, is a little perturbed over the number of marine railways here being constructed. It says: "What is known as the upper harbor is the place where the sealing schooners anchor when in port. The available anchorage there is small now, even though the government has spent a large sum in dredging. If one or two more marine railways are built on the shores with tracks running far out into the water there will be no anchorage at all. There appears to be an idea among Victoria shipping men

that the present trip has been one of pleasure does not express our feelings in the slightest degree, because we know full well that this route is one of danger beset with difficult navigation at every point.

The fact that you have been at your post of duty both night and day has given us that satisfaction which is only derived from constant service and courtesy as a master and courtesy as a gentleman during this voyage. From Vancouver, B. C., to Skagway, Alaska.

That the present trip has been one of pleasure does not express our feelings in the slightest degree, because we know full well that this route is one of danger beset with difficult navigation at every point.

British steamship Ganges, Captain Walker, has sailed for Capetown, South Africa, with a cargo of oats and hay for the British army.

To you, Captain McLeod, we wish

every prosperity and success as a navigator, and sincerely trust that in whatever position you are placed that those with whom you are associated will appreciate your efforts as fully as we do at

A TRIP TO IRONDALE.

Where British Columbia's Raw Material Is Converted Into United States Product.

The fine weather yesterday morning induced a large number of people to join in the excursion trip of the City of Nanaimo to Irondale. The Fifth Regiment band enlivened the proceedings with cheerful music, and an excellent lunch was served on board shortly before the steamer reached Port Townsend.

At Townsend the majority of the tripers went ashore for half an hour, and some of them got "left," including a member of His Majesty's loyal opposition and a newspaperman. This adventure was due to the tender fascination of broiled chicken for the hon. member, who lingered over it until there was not time enough left to catch the steamer. However, like many other of the accidents of life, this particular incident was not altogether to be regretted, as it resulted in a very pleasant drive across country from Townsend to Irondale, during which the hon. member loaded up the available space in the lounge with wild honeysuckles and rhododendrons.

Irondale is a pretty little place, and as busy as a bee-hive. The smelter stands just above the water, with the charcoal burners in a double line along the shore. There are two substantial wharves, and

the task of moving the big steamer North Star overland from the Kootenay river to the headwaters of the Columbia is well under way. The boat is the fine steamer which plied for years on the Kootenay river between Jennings, Mont., and Fort Steele, and the Columbia railway, the Canadian Pacific railway built into the Columbia Nest Pass country and the Kootenay valley line was built up from Bonner's Ferry to connect with the Canadian Pacific at Creston, the ore of the East Kootenay mines, which formerly went out over the North Star, has been carried by railroads. Steamboat traffic generally on the Kootenay river north of Jennings has been demolished. In

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TO ROUND OFF THE DOMINION.

It seems ridiculous for the comparatively insignificant island of Newfoundland to maintain her position of loneliness and isolation when she might just as well and with great benefit to herself be a member of what will one day become one of the greatest and most important confederations in the world. The secret of the island's maintenance of its position will probably be found in the love of independence which is so characteristic of the British race. The Newfoundlanders would lose none of the powers of self-government they so highly prize if they became assimilated with the Dominion. They would be more likely to gain, because the Dominion would be in closer touch with their interests and would have a much larger influence upon the government of the Mother Country in its relations with foreign powers, such as the United States and France. The policy of these nations has had an important effect—not always beneficial—upon the fortunes of Newfoundland. Through all the trying experiences of upwards of a century the loyalty of the fishermen and traders of this ancient colony has remained robust and true. Despite the baneful effects of French treaties and interference on the part of Canada which could not but prove exacerbating, the colonists did nothing more than exercise the inherent rights of Britons to grumble and protest. Of all the grievances about which our far-eastern brethren complain the French shore question is the one upon which they feel the sorest.

The situation with regard to that question is a peculiar one. It hinges on three treaties—Utrecht, Paris, and Versailles. The Treaty of Utrecht granted to the French fishing privileges along the shores of Newfoundland from Cape Bonavista on the east, northward round Belle Isle Strait, and down the west coast to Cape Riché. Only temporary regulations, necessary for the drying of cod, were permitted, and the French were not to winter in the island. France claimed that the privileges were exclusive. This the British government in theory combated, maintaining that the privileges were only concurrent, allowing the Newfoundland to fish on the same shore. But the British government has maintained its contention only in theory.

The Treaty of Paris ceded in full sovereignty to France the islands of St. Pierre and Miquelon, off the south coast; 5,000 French reside in St. Pierre, and 10,000 fishermen annually come from France and radiate from the islands to the Grand Banks of the south and lobster areas of the west. These fishermen receive bounties from France equal to the market value of cod and a royalty of 50 francs a year from the Council of St. Pierre. Thus the Frenchman can undersell his rival, and yet realize a profit. But he has to depend on the native fisherman for bait. The French are not equipped to take herring, squid, and caplin, the bait for cod, and cannot afford to waste parts of a short season getting bait. Hence Newfoundland was able to counteract the effect of the boundaries by passing the Bait Act of 1886-7, which prohibited the sale of bait taken in any waters, except the Treaty Shore, to French fishermen. France then put forward claims by virtue of the next treaty, Versailles, in 1783.

To this treaty, after it had passed the Imperial House of Commons, there was appended a declaration guaranteeing that British subjects should not be permitted to interfere by competition with the French. The bounds of the Treaty Shore were changed from Cape Bonavista on the east to Cape John, and from Cape Riché, midway on the west to Cape Ray at the south. So ignorant were English statesmen of the regions they were bartering away that they misnamed the point of the new boundary as Cape Riché, midway on the west coast, for Cape Ray, at the south, accepting in proof an old French map, and losing the richest strip of coast in the island, where there is a wealth of lead, coal, and petroleum. When the Bait Act was enforced, the interpretation of the Treaty of Versailles was wondrously stretched. Lobster factories had been in operation on the west coast for thirty years without interfering with the French; but now complaints were made led to the forcible closing of British lobster factories by order of the Imperial government. By Imperial command, Newfoundlanders on the French shore were compelled to sell bait at not more than a dollar a barrel. The lobster embroil resulted in the modus vivendi, which legalized only those factories in existence on July 1st, 1891; provided that a new factory could be opened only by joint permission of British and French admirals; stipulated that a factory of one nation could not be opened without one of the other nation at the same time. The statute for enforcing the treaty terms expired in 1894, and the modus vivendi is only enforced by a Newfoundland enactment passed at Imperial request.

It will be remembered that the government of Newfoundland decided to let its grievances rest rather than add to the troubles and responsibilities of the British government during the course of the war in South Africa. Here was another proof of the disinterestedness and patriotism of the colonies. It may be taken for granted that a settlement will now be pressed for, however. The matter will probably receive the attention of the Colonial conference which will shortly meet in London. It may be that the objections which the Premier of the

colony now holds to Confederation may be removed at the same time and the way be made clear for a United British North America.

A COHESIVE GOVERNMENT.

The Premier's paper says the opposition does not possess the "necessary elements of political coherence." The style of the organ lately has been modelled after that of the Irish fishwife whose tongue put everyone to confusion until Daniel O'Connell "crossed language" with her and paralyzed her valuable organ. There is no doubt that that is the style of "argument" that appeals to Mr. Dunsmuir. Possibly it is the only kind he can understand. From the manner in which he "leads" the House it is fair to presume that it is. His two most faithful employees a day or two ago indulged in some five hours of this wholesome verbal exercise in the House, and the organ was instructed to produce their remarks in full, in order, we presume, to prove to the people of British Columbia that the government has some very "strong" supporters. It was scarcely necessary to do that, because the electors thoroughly understand the position of these gentlemen and properly appreciate their political strength. As the servants of the Framier in the House must live, so must his puppets outside of it, and after the same manner. There remains but the very slight difference that some of his followers are willing to immerse themselves more completely in the waters of infamy than others in order to retain his favor. Those who have followed the political events of the last couple of years will understand what we mean.

Speaking of cohesion, does anyone suppose that the political combination which is at present doing all in its power to make this province ridiculous before the world and to make a laughing stock of what is generally understood by responsible government possesses the elements of permanent cohesion? The seeds of dissension are sprouting in it already. How long will Col. Prior and Mr. Martin work together after the great polar star by which they steer their courses has been extinguished in an Imperial title? Once the preserver of the peace is removed from the midst of the congregation in the caucus room there will burst forth a perfect volcano of dissension, which may be smothered for a time by the thought of the result of a general election; but whatever befall it will not be for long these two great political stars who have been shorn of their names will lie down together. There are many other "elements of dissolution" present, which will be easily understood by anyone who takes the trouble to analyze the contents of the legislative chamber.

DISALLOWANCE.

It is, we admit, a serious matter to differ from such great constitutional authorities as the Minister of Mines, the chief adviser and practical head of the government, and the Legislature of British Columbia as a whole, on a constitutional point. The evil of Oriental immigration is a very real one. There can be no question whatever as to the sentiment of this province upon the subject. Nevertheless we cannot help suspecting that the matter is being handled by our local statesmen more with an eye to political effect than with the view of hastening effective remedial action. The Colonist eulogizes the speech of the chief exponent of the government's views on this as an all-matters considered by the combination to be of more than ordinary moment. The lucidity of the hon. gentleman's exposition is extolled beyond measure. If he involved his points in such a cloud of words and meaningless though-hounding phrases as our contemporary in its article upon the subject, it is perfectly safe to presume the Legislature required no arguments to convince it of the necessity of defying the power of the Dominion. But our exhibition can and will be made a success in all respects and under no consideration will it be abandoned.

The Nova Scotia government was in session yesterday fixing the route of the South Shore line, to be built by MacKenzie & Mann, but were not able to complete work before the Premier's departure for London. The general route has been adopted, and when one or two details are settled it is expected that construction will commence.

The rate of taxation at Toronto for next year has been fixed at 10½ mills on the dollar.

NO ONE TOO OLD

KIDNEY DISEASES CAN BE CURED AT THE MOST ADVANCED AGE.

No One Should Abandon Hope Because This Enemy Has Come Upon Them Late in Life—Years No Barrier to a Perfect Cure.

Plattsburgh, Ont., June 6.—(Special)—Mr. Thomas Lake, of this village, is now 77 years of age. About one year ago he was

For some time previous he had been suffering more or less with kidney disease, which ultimately terminated in such severe pain in his back that he could hardly sit up. He was then 76 years of age and concluded that he was too old to hope for a cure and believed that he never would recover from the attack.

He read many testimonials in the newspapers of how Dodd's Kidney Pills had cured kidney diseases as old and even older than he was, and at last became convinced that it would be worth his while to give them a trial.

He purchased one box, and the moment he commenced to use them he noticed an improvement in his condition. The pain in his back became less severe, and before he had finished the box, had entirely gone.

His kidneys recovered their normal condition, and he has since had no recurrence of the disorder.

His general health since then has been much improved, and in answer to an inquiry on March 22nd, 1902, he says:

"What I have said of Dodd's Kidney Pills is perfectly true. One box cured me, and I have had no more pain in my back since. I thank God for Dodd's Kidney Pills."

A case like Mr. Lake's proves beyond the shadow of a doubt that Dodd's Kidney Pills are the greatest medicine in the world for aged men and women.

That you may carry with you a souvenir

of our appreciation, we beg you to accept this address and accompanying gift as a slight token of regard.

In conclusion, we trust that Mrs. Green and your may long enjoy health and prosperity.

Mr. McBride and all the members of the opposition heartily sympathize with Mr. Green in reply, disclaiming credit for himself, and regretting only that while much had been accomplished, the opposition had not yet succeeded in turning out one of the worst governments in the history of the province.

On the conclusion of his reply the members rose to their feet and gave him three cheers in three times three and a half.

Mr. Green has proved a most efficient officer in the responsible post he occupies, being vigilant and clever in the performance of his duties, and has managed to discharge those duties in such a way as to retain the goodwill and regard of every member of the party.

ANOTHER OUTBURST.

Fort de France, Martinique, June 6, 10:15 a.m.—A volcanic outburst from Mount Pelee to-day resulted in the formation of a heavy cloud similar to that of May 20th last, though it was not so dense. No stones fell and when the cloud had spread over Fort de France, half an hour later, there were no panic there. It was noted at Port de France that the volcanic outbursts coincide with the changes of the moon.

Further Eruption Feared.

Kingstown, St. Vincent, June 4.—Vessels leaving the Island of Martinique have experienced upheavals and agitations of the sea, pointing to submarine eruptions between Martinique and St. Lucia.

In the Island of St. Vincent the submarine clouds which have been continually rising and spreading in the direction of Soufrière volcano since May 10th, and which have been mistaken for tropical clouds, have proved to be steam emitted from the crater, from which flashes of flames are issuing nightly. This, combined with renewed vibrations in the fire zone, have increased apprehension that there will be another eruption shortly.

As the eruptions at Martinique seem to relieve the St. Vincent volcano materially, connection between the two volcanoes is indisputable, as every eruption in Martinique is accompanied by corresponding atmospheric disturbances here.

Edmund C. Hovey, assistant curate of the American museum of national history, Dr. Thomas Alcock Jaggar, distinguished scientist of the United States government geological survey, and Geo. C. Curtis are endeavoring to ascend the eastern side of Soufrière. They are to day still awaiting an opportunity to make the ascent.

Commotion at Sea.

Queensland, June 6.—On the arrival here to-day of the British ship Anaurus from Portland, Ore., January 7th, her commander, Capt. Henderson, reported that on May 8th at 10:30 p.m., in lat. 5° and long. 82°, a terrible vibration was experienced, which caused the ship to shake making it appear as if the ship was bumping on rocks. At the same time the sea was violently agitated, and the crew were in a state of semi-panic. The commotion lasted half a minute. It was only after relating his experiences that Capt. Henderson heard of the Martinique catastrophe.

We desire also to express our appreciation of your pastorate in our church. Your services are indeed a blessing to us, and every earnest Christian worker and his family are greatly blessed by your ministry.

The rapid advancement you have made during your admission into the British church, and your confidence in the British church, and in every way has she tried to strengthen and build up the work of the church.

During your pastorate we have not only made great progress, but days of sorrow, sympathy in the homes of bereavement,

and in every way has she tried to strengthen and build up the work of the church.

May God's richest blessings attend you and your wife and home, making you in the coming years even more useful in God's work than in the past, and may you always be strengthened and built up in the Christian faith.

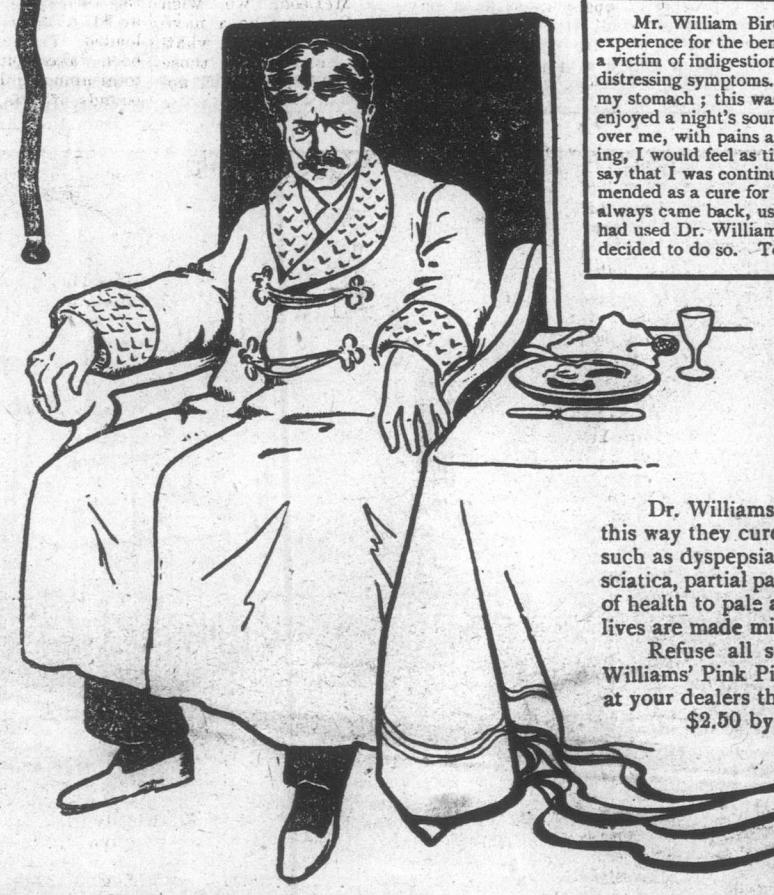
If, in the course of time, God in His goodness calls you to return again to our church, let us assure you that you

DYSPEPSIA.

If there is any person more unhappy than the dyspeptic it would be hard to find him. Dyspepsia people are generally tortured by a constant desire for things they know they must not eat. Dyspepsia is a very common disease; most people, particularly those who do not take enough exercise, are inclined to it more or less frequently. The dyspeptic generally has recourse to various medicines which only offer temporary relief from the distress, but do not effect a cure. What the dyspeptic needs is

Dr. Williams' Pink Pills
FOR PALE PEOPLE.

These pills are not a purgative but are tonic and strengthening. They act upon the stomach, nerves and blood, and are particularly good for dyspepsia and all stomach troubles. They give relief, but they do more than that. They remove the cause of the trouble and by strengthening the organs they effect a permanent cure.



Mr. William Birt, P.E.I., is one who suffered for years, and relates his experiences for the benefit of sufferers. Mr. Birt says:—"For many years I was a victim of indigestion, accompanied by nervousness, palpitation of the heart and other distressing symptoms. My appetite was irregular, and what I ate felt like a weight in my stomach; this was accompanied by a feeling of sickness, and I enjoyed a night's sound sleep. When I would retire a creeping sensation would come over me, with pains and fluttering around the heart, and then when I arose in the morning I would feel as tired and fatigued as I did before I went to bed. It is needless to say that I was unable to work, and tried, I think, almost everything recommended as a cure for the trouble. Occasionally I took tonics, and tried, I think, almost everything recommended as a cure for the trouble. Occasionally I took tonics, and tried, I think, almost everything recommended as a cure for the trouble. Once I had used Dr. Williams' Pink Pills with much benefit, advised me to try them, and I decided to do so. To my gratification, I had only been using the pills a few weeks when I felt decidedly better, and things began to look brighter. I continued taking the pills for several months, with the result that I was as good and my digestion better than it had ever been. Once I had a severe attack of the trouble, and the results of the treatment was my increase in weight from 125 pounds to 155 pounds. It is more than a year now since I discontinued the use of the pills, and in that time I have not had the slightest return of the trouble. We always keep the pills in the house now, and my family have used them for other ailments with the same gratifying results."

Dr. Williams' Pink Pills make new, rich blood with every dose, and in this way they cure all diseases having their origin in poor or watery blood, such as dyspepsia, kidney and liver troubles, stomach ailments, rheumatism, sciatica, partial paralysis, St. Vitus dance and anaemia. They restore the glow of health to pals and sallow cheeks and give renewed health to women whose lives are made miserable by the ailments that afflict their sex.

Refuse all so-called tonic pills that do not have the full name "Dr. Williams' Pink Pills for Pale People" on every box. If you do not find them at your dealers they will be sent post paid at 50 cents a box or six boxes for \$2.50 by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

TESTIMONIAL TO
CAPABLE WHIPMR. GREEN HONORED
BY HIS COLLEAGUES

Presented With a Gold Watch and Chain
by the Opposition Together
With Address.

R. F. Green, the capable whip of the opposition forces, received an appreciative memento from the members of the opposition yesterday evening. Just after the adjournment of the House at midnight, the opposition members gathered there and a handsomely emblazoned address was presented to him, accompanied by a beautiful gold watch and chain.

The watch bore on the case his monogram, while inscribed on the inside were the words: "R. F. Green, M.P.P., Our

PASTOR TOOK LEAVE
OF HIS CONGREGATIONLarge Gathering in Centennial Church
Bade Farewell to Rev. Mr.
and Mrs. Barracough.

Rev. W. H. Barracough and Mrs. Barracough last evening bade farewell to the congregation of Centennial Methodist church, with which they have been identified for the past four years. A large number of friends not only connected with the Centennial, but also of other churches, assembled in the school room, and the proceedings took the form of a social gathering. The evening was opened with a hymn, followed by a prayer by Rev. Mr. Osterhout. Vocal selections were rendered by Mrs. Gregson, Mr. Webster and Mrs. Anderson, a cornet solo by Mr. Stitt and a reading by Mr. Parker.

An address was delivered by the chairman, Mr. Shakespeare, who alluded to the very friendly relations existing between the pastor and people for the past four years, and expressed regret at the separation. Remarks eulogistic of the retiring pastor were also made by Rev. Elliott S. Ross. The following address was read by Rev. W. H. Barracough:

Dear Mr. Barracough—Time is all too quickly the day that will separate us from our relation and people. We are with regret and sadness to announce to say good-bye, for during your four years' pastorate you have become endeared to the pastor and people for the past four years, and expressed regret at the separation. Remarks eulogistic of the retiring pastor were also made by Rev. Elliott S. Ross. The following address was read by Rev. W. H. Barracough:

BALFOUR ON THE WAR.

London, June 6.—A. J. Balfour, the government leader in the House of Commons, in a speech at a banquet to-night, referred to the South African war. He said the war was only thoroughly realized now that it had been removed, and that peace had not been bought by unnecessary concessions. Mr. Balfour said he had a plan for the termination of the war, and that it was to be carried out by a general recognition of the independence of the Boer republics.

The rapid advancement you have made during your admission into the British church, and your confidence in the British church, and in every way has she tried to strengthen and build up the work of the church.

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Provincial Elections
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Press Galler

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provisions referring to the Lieutenant-Governor-in-council, and to the legislature of the province, the right at any time, and from time to time, to fix a maximum price or prices to be charged to consumers in British Columbia by the lessor or his assigns for coal or petroleum at the pit mouth or oil well, or when placed upon cars at the railway track, or upon or in any ship or vessel at such point or place the oil or petroleum produced or produced under the cause is usually delivered for carriage by rail or sea to consumers in British Columbia; and also to fix at the same time as any maximum price is fixed, or at a subsequent time, a minimum rate or rates of wages to be paid by the lessor or his assigns to the various persons employed by him or them in mining, raising, getting and delivering such coal or petroleum."

Mr. Curtis drew attention to an objectionable feature of the original act, which allowed speculators to tip up coal lands for years without doing anything to develop them.

Mr. Martin said that there was no doubt that existing licenses were abused. People took up coal lands in out-of-the-way parts of the provinces and held them up until such developments took place as would allow the sale of the lands at a profit. He instanced the case of the Bulkley Valley coal lands, and suggested that some amendment might be made to the act so as to limit the operation of such licenses to one year.

Mr. Wells suggested that the committee should report progress and allow the government to consider the question.

Mr. McPhillips thought that such an alteration in the law should not be made without very careful consideration.

Mr. Hunter remarked that Messrs. Martin and Curtis had a wrong idea of the business of exploring for coal, which was an expensive and arduous undertaking.

Hon. Mr. Eberts said that prospecting for coal was a risky business, in which large sums of money were sometimes expended without any return.

On the motion of Hon. Mr. Wells progress was then reported.

Assessment Act.

The bill to amend the Assessment Act, which provided that the output of placer and dredging mines to the value of \$2,000 a year shall be exempt from the two per cent. tax, was then considered in the committee, Mr. Hawthornthwaite in the chair.

Mr. Curtis moved a new section to the bill to amend section 10 of the act by providing that the two per cent. tax on the output of mines should not be levied for two years, beginning with July 1, 1902.

Mr. Martin objected to any reduction of taxation, in view of the fact that the province was getting into debt at the rate of half a million a year taxation ought to be increased and not reduced.

The amendment was ruled out of order.

Mr. Martin moved the following new sub-section to be added after section 1, Income derived from Sunday labor in the case of railway employees. "2. In the case of income tax, any person shall be entitled to deduct from his taxable income all disbursements for lodgings and meals while away from home and while earning any part of said income, in any such case, in order to be entitled to the benefit of this sub-section such person must file with the assessor, prior to the completion of the assessment in each year, a statutory declaration showing such disbursements."

This amendment was ruled out of order, on the initiative of the Minister of Finance.

Hon. Mr. Prestige moved that the committee report and report the bill complete, which after some discussion was agreed to.

Victoria-Yellowhead Pass.

When the House went into committee on the Victoria-Yellowhead Pass Railway Bill, Mr. McBride asked that the consideration of the railway bill should be postponed to Monday.

Mr. McPhillips concurred. He had understood that the government had agreed not to bring in the bills to the railway until the whole of the railway bills proposed by the government should be brought down. He believed the government still had other railway bills to introduce. He moved that the committee report progress. He also remarked that he was fatigued with the strain of all day and night sessions. There was, however, less important bills to be considered.

Mr. Gilmore fell upon Mr. McPhillips, who, he declared, had no reason to complain of overwork in the legislature. If he said, there were fewer lawyers in the House, the business of the country would have been got through long ago.

This brought Mr. Curtis indignantly to his feet. "Sir, Mr. Chairman, he said, I should like to know what is responsible for the delay of business in this House?" which question caused much amusement on both sides of the House. Mr. Curtis explained that the delay had really been caused by the vacillation of the government.

Hon. Mr. Eberts said that the Premier had announced from his seat that the government was bringing in no further legislation at this time.

Mr. Hawthornthwaite supported the motion to report progress, which was opposed by Mr. Stables.

The motion to report was defeated, and the consideration of the bill in committee was commenced, Mr. Hunter in the chair.

Mr. Curtis moved an amendment to the clause defining the route so as to substitute Frederick Arm for Bute Inlet.

Mr. Oliver supported the amendment, as if the railway was extended to Frederick Arm there would only be some 15 miles of navigable water to ferry, in the place of 70 miles of water from Bute Inlet to the Islands.

The speaker thought the amendment was out of order, as it suggested the extension of the line and inferentially the increase in the subsidy.

Mr. McPhillips said that there was no evidence to show that the amendment would increase the length of the railway or the amount of the subsidy, and doubted whether it was out of order. He strongly objected to the introduction of a clause which the committee had provided for in the bill. There was nothing to show whether the railway was to terminate at the head of Bute Inlet or at its mouth.

The hon. member had not concluded, when, on the motion of Hon. Mr. Eberts,

the committee rose and reported progress.

When the Speaker took the chair Mr. McPhillips rose and objected to the proposal of Hon. Mr. Eberts that the committee should sit again in the afternoon. The government had, he said, already engaged upon the privileges of members by holding a session on Saturday morning.

Mr. Rogers said that Mr. McPhillips was one of the principal causes of the trouble having to sit that day.

Mr. McPhillips objected to this attack upon him. He declared that hon. members ought to be given a little time to consider such an important bill as the one now in the committee stage.

The Speaker abruptly closed the discussion by rising at 1:15, with the remark, "The House will meet at half-past two."

Press Gallery, June 7th. When the House met this afternoon the consideration in committee of the bill to add to the construction of the Victoria-Yellowhead Pass railway, adjourned from the morning, was resumed.

The chairman (Mr. Hiltz) having ruled Mr. Oliver's amendment, that the railway should terminate at Frederick Arm instead of Bute Inlet, out of order, Mr. McPhillips moved an amendment that the railway should be constructed to the Yellowhead Pass of the Province of British Columbia in Bute Inlet. The object of this amendment was to definitely locate the starting and terminating points of the line. It was lost by 9 votes to 15.

Mr. Curtis then moved an amendment to provide that the aid offered by the bill should not be confined to the Edmonton & Yukon Railway Company, but should be given to "any other railway company" who were willing to construct the line on the terms of the bill. This amendment was also defeated.

Mr. Murphy moved an amendment providing that the government could pay the subsidy in cash instead of in bonds in the event of the bonds going up in price.

On the motion of Hon. Mr. Wells progress was then reported.

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AN ISLAND CITY IN DEVELOPMENT

LUSTY GROWTH OF THE TOWN OF CROFTON

A Delightful Trip by Boat and Railway to the Smelter and the Mines.

a first-class meal and good accommodation are provided. A hurried visit to the smelter site also showed how rapidly work is being rushed there. Under Contractor Fred Sherbourne, the sampler is nearly finished, and will be ready by the beginning of the month, while the smelter will be ready to blow-in by the 20th of June. The giant coke works stack is steadily rising behind the engine and boiler rooms, while the machinery on the wharf and about 30 more carloads which are expected at once will keep the big staff of workmen there busily employed for some time.

The streets of Crofton are being graded and the stumps and roots burned, and a general tidying of the place is being carried on. New houses and business places are springing up every hand, and once the smelter commences operations, a town of several thousand people will certainly result in a few months.

The run back to Sidney was accomplished in a little over two hours. Many remained over until Sunday, coming down from the mountain yesterday and into the city last night.

SPORTING.

THE RIFLE.

NO. 4 COMPANY WON.

The rifle match between Nos. 4 and Companies, Fifth Regiment, C.A., arrived for last Saturday afternoon took place at Clover Point range. This inter-company match could hardly be classed as a fair competition between these two companies, as the results were most unsatisfactory, especially as regards No. 4.

It was decided that teams of ten men from each company should compete, but neither had a full team, 9 men of No. 4 took part, whereas only four men of No. 5 turned up. Sooner than postpone the affair the four men of No. 4 competed against the nine of No. 4 with a result that could only happen, viz., a jolly good licking for No. 5. There could be no blame attached to the four men of No. 5 who took part, as they did their best, but there is no doubt if there is any blame for such a

partner's call, but the tall end responded to the crisis, and the lasses eventually closed for 80.

A sensational performance resulted on Nanaimo starting to bat. Blins, bowling against the hill, developed a good length and sufficient pace to beat the bat. Amidst applause he did the "hat trick," hitting the stumps three times in succession. In seven runs he had dismissed eight batsmen, the last of whom was Holmes, and he was overdone. Victoria's home might be particularly mentioned for this, but as a number of the players were new to the position allowance must be made.

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Gooch trundled also with effect, two wickets for four runs showing that he has not lost his skill. Menzies trundled ineffectively and, if a word of caution may be given, he must be told that he is not a good bowler. Holmes and was subsequently replaced by Schwengens. This change was made by the management of the Victoria team, who saw the futility of trying to defeat both the opposing nine and the underlings. Ritter selected Victoria's only run. The score follows:

Vancouver.

Nanaimo.

Victoria.

Smith, 2b. and b.b. l.b. p.o. a. c.

Pierott, 1f.

Hiltsen, c.

Rockenb. 2b.

Broadhurst, 3b.

Law, p.

Fatnado, s.s.

Miller, 1b.

Holmes, r.f.

Hiltz, c.

Hiltz, r.c.

Total.

40. 7 9 8 27 10 4

Victoria.

a. b. r. b.b. l.b. p.o. a. c.

Fitt, 1b.

McCoy, s.

Schwengens, c. & p.

Burns, c. f. and 2b.

Burns, 3b.

Harrison, 1f.

Potts, r.f.

Holmes, p. and c.

G. Smith, p.

Total.

41 2 24 5 7

THE OAR.

TORONTO ARGONAUTS.

The Toronto Argonauts will leave on Tuesday for Henley. The eight that will

make the trip are: Wright, stroke; MacKenzie, No. 2; Duncan, No. 3; Hamber, No. 4; Mason, No. 5; Parmenter, No. 6; Kent, No. 7; and Harcourt, bow. Bardsley, Doherty, and Strange will go along as spares. The crew will sail for London on the steamer Germanic. The average weight of the eight is 175 and the average age 23. Very fast time has been made by the Argos in trial heats.

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WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office.

28th May to 3rd June, 1902.

The week has been marked by a continuance of abnormally low barometric pressure over the greater portion of British Columbia and the Northwest Territories, the pressure at the same time being moderately high on the American coast from the Columbia river to California. These conditions have caused cool, showery weather generally over the Pacific slope, while an unusually heavy rainfall has occurred at Victoria. In general, the general amount of rain throughout the province is rather below the average. During the 28th and 29th there was not much change in the barometer from the previous week, but on the 30th a marked depression centred in Alberta, the barometer falling to 29.24, while at Victoria it was 30.00. This storm area passed to the eastward; indications then appeared over Vancouver Island, this gradually subsiding on the 31st and June 1st, causing further rainfall in Cariboo. On the 2nd, the pressure again increased on the Washington coast, and the low area still hovering over the region of the Rocky mountains, a pronounced high barometer area appeared in Athabasca and Saskatchewan. Temperatures recorded at Victoria were very general throughout the other parts of the Northwest and Manitoba. Thunderstorms were frequent east of the Rockies during the week.

Thirty-nine hours and eighteen minutes of bright sunshine were recorded at Victoria; the rainfall was .26 inch; highest temperature, 60° on 28th; lowest, 44.3 on 31st.

At Kamloops the rainfall was .18 inch; highest temperature, 54 on 28th; lowest, 50 on 31st.

Local News.

CLEANINGS OF CITY AND PROVINCIAL NEWS IN A CONDENSED FORM.

(From Friday's Daily.)
Rev. John Field, Church of England missionary at Hazelton, who has been staying in the city, went into the Jubilee hospital yesterday morning to undergo a slight operation on one of the eyes. The operation was entirely successful.

Rev. Dr. Campbell on May 17th celebrated the marriage of Charles Storkel and Henrietta Treunt, and of Frederick W. Young and Kitty Smith; and also on June 5th, that of Chipman J. Wells and Minnie L. Dehner.

The Oregon Railroad & Navigation Company, which is now operating the steamers Indaville, Indrapsus, and Strathgyle between Oriental ports, Victoria and Portland, has for its Hongkong agent Allan Cameron, at one time a local agent for the C. P. R. Company.

—Every Saturday the steamer City of Nanaimo makes a belt trip round Salt Spring Island and the adjacent islands, including a call at Crofton, all for the remarkably cheap fare of seventy-five cents return. This affords an excellent pleasure trip for families through the picturesque scenery of the Gulf. The steamer sails from the Janion what-a-ta-m.

The committee having in hand the arrangements for the Grand Lodge, A. F. and A. M. session, which convenes here on the 16th of the month, are making elaborate preparations for the entertainment of the visiting delegates. Excursions will be held in order to allow them to see the beauty spots of Victoria, and on the evening of the 19th a grand banquet will take place.

—John Burrows died last evening at the family residence, No. 57 Montreal street. Deceased was the third son of the late Colonel Robinson Burrows and was a native of Barfleur, Wales. He was 80 years of age and has for the last twenty years been a resident of Victoria. The funeral will take place on Saturday afternoon at 2 p.m., from the residence and later from St. James's church.

The funeral of Miss May Smith took place from the family residence, Cobble Hill, on Wednesday afternoon. Her widow and was largely attended. Rev. Mr. Lenox of Duncan, read appropriate prayers at the church and grave. The following acted as pallbearers: Messrs. Nightingale, Fewster, Hollings, Cameron, Blake and Sheppard. The casket was covered with beautiful floral emblems sent up from Victoria and Cobble Hill. Mr. and Mrs. Smith and family desire to thank their many friends for their sympathy in their sad bereave.

—A Dawson dispatch announces that Territorial Engineer W. Thibaud has taken the lead with a corps of twelve men to begin work on 300 miles of new wagon roads and trails to be built within the territory this summer. The most important work will be the construction of an entirely new winter trail from Dawson to White Horse, 100 miles from Dawson to Gold Bar, thence directly south to a crossing on the Stewart river fifty to one hundred miles above the mouth of the Stewart; thence to the mouth of the Pelly; then along the east side of the Yukon to Five Fingers; thence across the Yukon, up the Norden skid river and the Dalton trail a short distance into White Horse by a detour of Lake La Barge. It will be on land all the way save at the one crossing of the Yukon, and will shorten the route greatly as compared with the present winter course.

S. T. Lewis, secretary of the Yreka Mining Company, who arrived in the city yesterday, tells of an experience at Hardy Bay which might have proved disastrous to him and his companions. He says he and a couple of fellow travellers were waiting at Hardy Bay for the steamer Willapa, whose captain had been ill and had left for them. They were rather short of provisions but, relying on the arrival of the steamer, did not put themselves on short commons. The boat, however, did not arrive, and Mr. Lewis says he was never nearer starving point than during the three or four days he spent waiting for the vessel. They managed to keep alive, however, by eating fish and getting a sack of flour from the Indian agent. Obtaining a row boat they pulled some 17 or 18 miles to Alert Bay, where a Vancouver boat was caught, which brought them safely down. Mr. Lewis says that the first shipment of ore from the Yreka properties to the smelter will be made on the 10th or 12th.

(From Saturday's Daily.)
The schooner Geo. W. Prescott, which came down from Nome last year and was subsequently sold for wages due her crew, is being fitted up by her new owners for a sealing cruise in Behring Sea.

—Joseph Genelle, who has been involved in considerable litigation in connection with the charge of being concerned in the loss of the steamer Glenora at Dawson, was again released on bail yesterday afternoon in securities amounting to \$3,000. This bail is filed pending the arrival of a fresh warrant for his arrest.

An inquest was held yesterday afternoon by Coroner Norcross in connection with the death of Geo. Konig, and a verdict of accidental death was returned. Konig, a German, born in Germany, was a watchman and brewer, coming to Victoria in 1886. He was twice married. The funeral will take place to-morrow noon at 2.30 o'clock from the British Columbia Funeral Furnishing Company's apartments.

A general meeting of the shareholders of the Mounts Bryton and Sicker Mines Ltd. was held on Friday, June 1, 1902. Shareholders were present with holdings aggregated 2,200,000 shares. After the passing of accounts and transaction of the business of the meeting, it was announced that Dr. T. J. Jones and Ald. H. M. Grahame had joined the board of directors, and that Mr. Grahame had accepted the presidency of the company. Action was taken at the meeting which will result in the prosecution of development work on the properties of the company on a more extensive scale than has heretofore been practicable.

The Decoration Day services in connection with the K. of P. lodges will not be held on such an elaborate scale as was at first proposed. It was the intention to have excursions run from Nanaimo and other points of the Island, so as to allow brethren from those points to participate in the services. On account of Sunday excursions being against the laws of the Knights of Pythias, however, arrangements for members of the various lodges to take part can be made, and the local societies will hold their Decoration Day services independently. It will take place on the 15th of the month, as formerly arranged. The Far West and Victoria lodge members will parade to Ross Bay, headed by a local band and a programme of appropriate selections will be rendered at the ceremony.

(From Monday's Daily.)
At the election for road overseer in Highland district, held on Saturday, Mr. Wein received by 27 votes, Mr. Wales receiving 16.

Messrs. Hooper & Watkins, architects, are calling for tenders for the excavations, cut stone and brick work for David Spencer's new building. Tenders must be in by Friday next.

On Saturday at Nanaimo the Victoria second eleven defeated the second eleven of the Coal City after a hard struggle by the narrow margin of 10 runs. The scores were Nanaimo 80 and Victoria 90. The match was even and interesting.

An error occurred on Saturday. The amendment to the motion of Mr. Moore, B. I. B. L., standing in the name of Mr. Clark, which deals with the fixing of a minimum wage in the mines, was not passed in committee. It will come up again at the next sitting of the committee.

Rev. J. P. Westraugh, who succeeds Rev. W. H. Barrington, pastor of the Centennial Methodist church, occupied the pulpit both morning and evening yesterday. Large congregations were present on both occasions. The new minister proved himself to be a clear, forcible and eloquent speaker.

The matriculation examinations of the McGill University commenced this morning in the St. Andrew's school room under the supervision of Rev. W. Leslie Clay. Eight candidates presented themselves for examination, seven of whom are pupils of the High school. The subjects include English, mathematics, French and science. The examination will not be concluded before Monday next.

The remains of the late Gilbert John Burrows were laid to rest yesterday afternoon. The funeral took place from the family residence, No. 57 Montreal street, at 2 o'clock, and later at St. James's church. Rev. J. H. Sweet, assistant to the pastor, conducted the services at the church and graveyard. There was a large attendance of the deceased by those who remain. Institutions, like individuals, are judged from the character of the man on the roadside. Whatever their names may be their real characters are displayed by their imitation of the priest and Levite, who needs him rather than in the man from whom he may help. His interest expressed itself in personal service. It is not enough that men should give material help to the needy, it is required that they should give themselves to the poor and sick, and especially to such citizenship. The Samaritan typifies the ideal Christian. As a true lover of humanity his interest centres in the man whom he needs rather than in the man from whom he may help. His interest expressed itself in personal service. It is not enough that men should give material help to the needy, it is required that they should give themselves to the poor and sick, and especially to such citizenship.

The speaker illustrated this by quoting the concluding incident in the "Quest of the Holy Grail," "Who give himself with arms feed three himself his hungry and one."

Continuing he said, "The spirit of such service is embodied in fraternal organizations like that whose anniversary we to-day celebrate, and in institutions like the hospital to which our contributions will be devoted. In these we have the poor, the old, the infirm, the dependent, the port of dependent children of the deceased by those who remain. Institutions, like individuals, are judged from the character of the man on the roadside. Whatever their names may be their real characters are displayed by their imitation of the priest and Levite, who needs him rather than in the man from whom he may help. His interest expressed itself in personal service. It is not enough that men should give material help to the needy, it is required that they should give themselves to the poor and sick, and especially to such citizenship.

Preston G. Coates, of this city, who has been the first candidate at the School of Applied Science, Victoria, has successfully passed first term examinations recently held in that institution. Upwards of 180 wrote at the examinations, of whom not more than half passed. Preston is now spending his summer vacation with the Clergy syndicate at Sainte Marie, where he has been connected with the magnetic survey. Inasmuch as he has worked at many disadvantages Mr. Coates's success is particularly creditable.

F. Carter-Cotton, of Vancouver, is staying at the Driftwood.

Miss M. A. Wyde left last evening for London, England.

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PROGRAMME FOR CORONATION DAY

THE PUBLIC WILL BE
ASKED TO SUBSCRIBE

Coronation Day Reserved for Public
Ceremonies—Baseball and Sports
on Friday and Saturday.

A public meeting was held in the city hall last night to consider the recommendations of the special committee appointed to draft a programme of celebrations in connection with Coronation Day.

Mayor Hayward presided and among those present were: H. D. Helmcken, M.P.P., Rev. Elliott S. Rowe, Ald. Worthington, W. J. Hamlin, J. Dallas, Caled Watson, Gen. Jeeves, Ald. Graham, Mr. Milne, E. E. Leason, J. W. Maynard, W. H. Price, J. Dalby, J. C. Darling, J. Fullerton, Sgt. Redgrave and Capt. Ridgway Wilson.

The following is the programme recommended by the committee for Coronation Day (June 26th) and following two days, and adopted after some discussion last night:

Thursday.

Morning—Review of army and navy at Macaulay Point.

Afternoon—Coronation ceremonies at government buildings.

Evening—Band concert in front of government buildings.

Friday.

Morning—Baseball, Leland-Stanford University vs. Victoria, at Oak Bay.

Afternoon—Parade through city, Societies' Reunion at Caledonia park, sports and games.

Evening—Band concert at Beacon Hill park and at the corner of Yates and Douglas streets.

Saturday.

Afternoon—Baseball, Stanford University vs. Victoria, at Oak Bay.

Evening—Band concert, corner of Government and Johnson streets.

The expenditures recommended by the committee totalled \$4,000 and was made up as follows: Bands four concerts at \$240; printing and advertising, \$250; decorations, \$300; sundries, \$200.

Mr. Fullerton pointed out that the voice for the bands did not include music for the Societies' reunion. He thought that, as the reunion was to be held entirely for charitable purposes the committee might help to the extent of subscribing towards the cost of the band on Friday afternoon.

Mr. Helmcken said that the question of arrangements for the Societies' Reunion on Friday afternoon be referred to the committee for favorable consideration.

This was agreed to.

A discussion arose in regard to the raising of the \$1,000 recommended for expenditure. Mr. Helmcken was of the opinion that the corporation ought to give something towards the celebration. He had no doubt but that the citizens would also contribute, and the finance committee ought to be appointed.

Geo. Jeaves suggested that the council should put up "the whole cheese."

Chief Watson remarked that when they had collected for the Victoria Day celebrations it had been understood that the citizens would not be asked to subscribe towards the coronation festivities.

Every committee appointed consisted of Messrs. Helmcken, Jeaves, Milne, Wilson, Leason, Dalby, Watson, Maynard, Hanna, Dalby, Grahame, Price and Worthington, and a motion that the corporation should be requested to put up \$1,000 more or less was agreed to.

Mr. Leason pointed out that there was no necessity to tie the expenditure down to \$1,000, and that the amount raised by the public could doubtless be well laid out.

The mayor and the members of parliament for the city were appointed a special committee to arrange the official ceremonies on Coronation Day. At the mayor's suggestion it was agreed that the ceremony should include the adoption at the public gathering at the government buildings of an address to the King and Queen.

Mr. Worthington, Redgrave, Price, Leason and Dalby were selected for the band committee.

Messrs. Jeaves, Dalby, Watson, MacDonald and Capt. Ridgway Wilson were appointed to the decorations committee; and Messrs. Sexton, Leason, Wilby, Lugrin, Walker and Darling were selected for the printing, advertising and transportation committee.

On the motion of Capt. Wilson it was agreed that the printing committee should be authorized to commence work at once and be voted \$150 for that purpose.

Acting Secretary Leeming was appointed secretary and Ald. Vincent treasurer; and the committee of thirty, appointed at the last meeting, due up the previous day, was appointed a general committee to transact all further business in the place of public meetings.

A letter from Messrs. Pitt Bros., offering to supply a fire display to include set pieces representing the King and Queen, etc., was laid over until financial arrangements should be completed. The meeting then adjourned.

NEW FRENCH CABINET.

Paris, June 6.—The following list of ministers has been semi-officially announced:

M. Combe, premier, minister of the interior and minister of public works; Senator Valois, minister of justice; M. Deschamps, minister of foreign affairs; Gen. Andruin, minister of war; Deputy Marjolies, who was minister of commerce in the Brisson cabinet, minister of marine; Senator Chaume, public construction; Deputy Pelletan, minister of public works; Deputy Deouenne, minister of colonies; Deputy Trouillot, who was minister of the colonies under the Pétain cabinet, minister of commerce; Deputy Mouquet, minister of agriculture; Deputy Bouvier will probably be minister of finance.

MORE POWER WANTED.
Mayor Fletcher, of Nelson, in the City—Kootenay Mining Matters.

Frank Fletcher, Mayor of Nelson, with the engineer of that city, is here interviewing the government with the view to securing some of the waterpower of the Kootenay river for increasing the supply of civil light and power.

A recent change in the Municipal Causes Act allows cities to secure waterpower for their own benefit, and it has been thought desirable for the corporation of Nelson to acquire some of the power below the town.

Major Fletcher states that the experimental refinery at Trail is already turning out fifteen tons of lead a week from the bullion smelted there, which would offer an abundant supply for the print manufacturer, which it is hoped will be established in the town.

The mining industry shows signs of revival, a great deal of work being done in the smelter section and the output at Amaranth has increased considerably. The Athabasca and Venus mines near Nelson are now under one management, and work is expected to start on them shortly.

WHY THE LOCAL ACT HAS BEEN DISALLOWED

Gazette Contains Privy Council Minute Regarding Act to Incorporate Lake Bennett Railway Co.

The current issue of the Provincial Gazette published last evening contains the minutes of the privy council containing its reasons for disallowing the act to incorporate the Lake Bennett Railway Co., passed by the provincial legislature, as follows:

The minister further observes that the territory between the ocean and that region which is proposed to be traversed by the line of railway thus chartered is now in dispute between the United States and Canada, and that it is considered inexpedient making any arrangement of that dispute to permit the construction of railways which may complicate and increase the difficulty already existing. The authority of a provincial legislature over railways is limited to such as are local in their character, and which do not connect the province with any other or others of the provinces, or extend beyond the limits of the province. The bill, therefore, of incorporation is rejected.

It is pointed out that a reference to the receipts and expenditures in connection with the grounds will show that under somewhat adverse circumstances there has been little accommodation given to sports and less attention paid to the comfort of spectators, the surplus of revenue over expenditure netted an amount equal to six per cent on \$10,000.

The great objection against the Imperial Limited is the lack of space for certain games, baseball, for instance. The ball was frequently batted over the ground, and the ball was frequently lost. Those behind the proposed undertaking tend removing all room for objection on that point by enlarging the grounds considerably, if possible.

It is also intended in the course of time to remove the rocks in the northeast section of the place, allowing room for some other sports. The area to be occupied will be powerfully enclosed and the stand will be improved and adjusted so as to increase the space required for the various games. Mr. McMcKinnick explained to a Times representative this morning that the main object of the movement was to preserve the grounds in the interest of sport.

The minister considers that these two provisions, construed together, may furnish reasons for disallowance of this act, but in this case, to these reasons, he does not consider it in the public interest, or consistent with the policy of the government of Canada, that the act should remain in operation.

The following appointments are gazetted:

Albert Francis Griffiths, Victoria, to be a Justice of the peace in and for the province of British Columbia.

Constable Henry Brymman, of Port Essington, to be a deputy mining recorder for the lower portion of the Skeena mining division.

James A. Fraser, of Atlin, to be stipendiary magistrate for the county of Vancouver; government agent, gold commissioner and assistant commissioner of lands and works for the Atlin district.

Charles E. Doherty, of Nelson, M. D., to be assistant medical supervisor of the Hospital for the Insane, at New Westminster.

Henry Daniel, of Rossland, to be a member of the boards of licensing commissioners and of commissioners of police for the said city, vice Mr. F. Walker, resigned.

William Patrick Dempster, of Skidegate, to be a deputy mining recorder for that portion of the Skeena mining division known as Queen Charlotte Islands.

James W. Ferguson, of Rossland, to be a member of the boards of licensing commissioners and of commissioners of police for the said city, vice Mr. F. Walker, resigned.

John G. Goss, of Hazelton, to be a member of the boards of licensing commissioners and of commissioners of police for the said city, vice Mr. F. Walker, resigned.

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