

SALMON CANNERS ARE GRANTED AN EXTENSION

Trap Season Has Been Lengthened Because of Poor Catch

(From Friday's Daily) The trap season which terminated on August 25, has been extended by Hon. Mr. Templeman, acting minister of marine and fisheries, in response to a request presented recently by the canners. The sockeye run this season has been so small and the business of the canners so unremunerative that, following the action taken last year by the fisheries department, the trap season has been extended this year for the taking of cohoes, humpbacks, and dog salmon. The run of sockeye is past and none can now be trapped. The concession has been granted pending the consideration of the proposed new regulations by the fishery commission which is expected to complete its report in a few weeks, and is conditional upon no sockeye being taken and a special officer being employed to see that only the fish named are taken. By reason of the extending the time of the trap season it is expected that the small sockeye catch will be supplemented with a fair catch of cohoes and that the industry will not suffer as much as it would have had the extension not been granted.

Fraser river fishermen say the number of about 100 have been given permission to fish for cohoes, humpbacks and dog salmon in the adjacent district in the north, without the payment of an additional fee. This concession was made for the same reason as in the case of the traps, to allow the fishermen of the Fraser river to retrieve their position by securing a larger catch.

Ask for Amherst solid leather footwear.

VICTORIA TIDE TABLE

September, 1907.

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Table with columns: Date, Time, High, Low, Time, High, Low, Time, High, Low. Rows show tide data for various dates in September.

The time used is Pacific Standard, for the 12th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures used for height here to distinguish high water from low water. The height is in feet and tenths of a foot, above the average level of the lowest low water in each month of the year. This level is half a foot lower than the datum to which the soundings on the Admiralty chart of Victoria harbor are reduced.

For Equilibrium (at the Dry Dock) add to time of tide at Victoria: for high water 14 m. for low water 17m.

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WAKY EVIDENCES OF PRESENT PROSPERITY

Increase in Floating Population Leads to Additional Petty Crime

(From Saturday's Daily) Prosperity and its attendant, increased population, show their effects in various ways. Not only are the receipts of the hotelkeepers enlarged, but also those of the police court. Usually the summer months are a season of rest for the guardians of the peace on Cormorant street. As a rule they usually have in the autumn, with the loggers, miners, sailors and other huskies come into town and make things lively while they are spending their summer wages, but this summer the floating population of that class has been as numerous and has had as much money to spend as they usually have in the autumn, with the result that the police patrol wagon and the police court have been doing a rushing business.

Thursday night, according to Chief of Police Langley, the patrol wagon made the hundredth run for the month of August, which makes a new record for a month, although there are two days yet to count. The highest previous number of runs made in any month is 73. There have also been more cases in the police court this month already than in any previous month of the year.

Yesterday morning's docket was a good sample of the way the police are being kept busy nowadays. There were seven cases in the police court. Four of them were common ordinary drunks of no interest to any but themselves and the fifth was Tommy, the aquatic, who took to the water when Constable Palmer went to arrest him, and made the burly officer swim for it. Tommy's bath cost him \$7.00. William Lewis, who was arrested on Kates street by the chief for indecent conduct was fined \$25, and Dan Lewis got three months for vagrancy. He is an old offender, and was hauled up this time while peddling whisky to the Indians near Sawyard's mill.

Chief of Police Langley attributes the unusual number of petty offences at this time of year to the great increase of the floating population. He says that the lower part of the city are crowded in a way which is unprecedented at this time of year. Many of them are strangers attracted by the offer of plentiful employment at high wages, and others who, owing to the higher wages in vogue at present, are able to earn the price of a drink more quickly than in former times, and come to town to blow it in, secure that they can get another job without difficulty as soon as they have some broke.

INDIANS ARRIVE HERE FROM FRASER RIVER

Interesting and Picturesque Sight on the Songhee Reserve Yesterday

(From Saturday's Daily) An interesting and picturesque sight was presented yesterday on the shores of the Songhee reserve in the neighborhood of the E. & N. railway bridge, where hundreds of Indians of all ages and descriptions were camped, having arrived in parties within the past few days from the salmon fishing on the Fraser river. From here they will cross the straits to the state of Washington, where they will engage in hop picking, after which they return to their homes, which are for the most part on the west coast. The Indians crossed from New Westminster in all kinds of craft, each laden with several natives and the usual equipment incidental to Indian life. The smaller boats were drawn up on the beach, while the larger ones rode at anchor. About the shore lay, sat or squatted the members of the party, the male members as being bearded and some of them wearing easy, white for the most part, the females were busy with the work incidental to such life or looking after their respective offspring.

Early yesterday morning the inevitable potlatch took place and those who had occasion to be out about 4 o'clock or later might have heard the yelling of the braves as they whooped her up. The racket continued until well on in the forenoon yesterday, but later in the day when any of the natives were asked about the celebration their only answer was an "Umph, umph." They were not discussing the performance with outsiders.

SECURES OPTION ON OLD ALBION WORKS

E. & N. May Use the Property for New Terminal Facilities

(From Saturday's Daily) The near future will see important developments in connection with the terminal facilities of the E. & N. railway in Victoria. The company has secured an option on an old Albion iron works property on Store street and may use it for terminal purposes. The property is quite an extensive one and would afford greatly increased facilities for the handling of the company's growing business should they decide to locate their freight yards and shops there.

Local officials have nothing to say about the company's plans, which, however, will be announced in the very near future, within thirty days, Mr. R. Marpole, vice-president of the road and executive agent of the C. P. R. for British Columbia, told the board of trade on Monday.

The company has now been waiting for years for a settlement of the Songhee reserve question in order that they might secure a trackage facilities there, but the matter seems to be no nearer settlement than it ever was, so the company has decided to prepare an alternative scheme. This it is believed, is the reason for the company securing the option on the old iron works property.

AUTO CRASHES INTO A TEAM OF HORSES

One of Animals Will Have to Be Shot—Chaffeur is Injured

(From Friday's Daily) "The car must have been traveling at the 120 miles an hour when we met head on," was Thomas Reaney's estimate of the speed at which an automobile driven by Hal Holton, the well known actor, ran into Wednesday evening about 9 o'clock on the Gold-beam road, when asked to give an account of an accident which resulted in the practical disability of the automobile and one of the horses of Reaney's team. Holton, however, tells a different story of the accident.

The mixup took place on the level strip between the two hills just this side of the Colwood hotel. Two teams belonging to John B. Williams, who conducts a truck and dray business in the city, were pursuing the even tenor of their way towards the hill when the automobile driven by Holton came over the crest of the hill.

"I saw the lights about 300 or 400 yards ahead coming towards me at a terrific rate," said Reaney, "and I knew anything the auto was upon me. The machine hit the tongue of the wagon and we all came to a stop. The machine was badly busted and one of my horses was just about killed. There was a long jagged hole in its breast, while the tender's leg was cut so as to disable the horse entirely. The other horse was also badly injured. I had no light on my rig because it is not customary for us to carry one, but I was on my right side of the road, keeping as close to the position of the rig as after the collision. There was no chance, however, to get out of the way, so fast was the machine coming. I think the driver of it must have been trying to break a record."

Mr. Williams called on Superintendent Hussey of the provincial police yesterday and registered a complaint regarding the affair. He said the horse, which was valued at \$500, was practically ruined, and Dr. Williams ordered the beast to be killed, as the tendons of the leg were cut clean through. The wagon was smashed up some, while the wagon driver, Frank Gough, was also damaged, some of the front wagon being driven back on it by the collision. Superintendent Hussey referred Mr. Williams to a lawyer, stating that it was a case for a civil action.

There were four men in the automobile at the time of the accident. All of them were thrown out by the collision. Two escaped with a shaking up but John Bowker received a few minor cuts. Hal Holton, the driver, was hurt rather severely, being rendered unconscious for awhile. Dr. Hart was summoned and treated Holton's injuries. He found him badly bruised and with several fingers broken. The machine was damaged, the bumper belonging to the Plymley Automobile company. Holton claims the record for time between Victoria and Colwood, and that he was driving on the city streets.

In connection with the accident it may be said that it was reported to the Colonist Wednesday evening that those who were in a position to, and did know all about it, declared positively that no accident of any kind had occurred. Despite this the facts came out yesterday.

Regarding the accident Holton made the following statement last evening: "I would like to make a few remarks and give you the actual facts of the accident which occurred to me on the crest of the hill beyond Parson's bridge. On my way to Colwood, within five hundred yards of the accident, I was compelled to stop my car, owing to the glare of the headlights of another auto coming towards me, making it impossible for me to see the road after he had passed. I then proceeded up the hill on my low gear, and was changing into my second speed, when at about twelve miles an hour, when I saw a vehicle immediately in front of me. I immediately applied both brakes and steered for the ditch, as it was impossible for me to pass the vehicle approaching me in the middle of the road, but it was too late. The off-side of my auto struck the vehicle on its side and the horses immediately reared, and the pole broke and both horses fell into the ditch, and were thrown to the road, and when I regained consciousness I found my car square in the ditch. I am aware that there is a great deal of prejudice here in Victoria, and there are a great many reports floating about re the accident. However, these are the absolute facts.

"I have driven motor cars for the past eight years, and this is the first accident I have had, and I attribute it to the absence of lights on the vehicle that I came in contact with. My car was equipped with two front lights and a tail lamp, and could be easily seen by any one approaching. And I consider that all vehicles should be compelled by law to carry one or more lights.

"I very much regret the accident. However, I did all possible to avoid it, and if the vehicle had been well on its right side of the road I could have passed it and the accident would have been avoided."

K. Ishii, the Japanese official of the Japanese foreign office who has been visiting the United States, has been particularly San Francisco, to look into the vexed Japanese question in that city and the country generally. He is expected to visit Victoria on or about September 10.

It is known that Mr. Ishii will be in Seattle Sept. 9 and that he will visit the capital of British Columbia prior to his return, and the local Japanese are endeavoring to get into communication with him. He will be welcomed by the local Japanese colony.

While here it is expected that he will investigate the Canadian Japanese question and will meet the officials of the local government.

Straight Shot. Mrs. A. and Ed. Your husband admit that your college day chaffing dish was useful article? Mrs. Z.—Indeed he did. He said the first time he threw it at a serenading cat it put the cat plumb out of business.—Chicago News.

PROVINCIAL CONTROL WOULD SUIT CANNERS

Salmon Men Would Prefer to have Law Administered from Victoria

Vancouver, B. C., Aug. 28.—Will the canners and fishermen stand behind the provincial government in its efforts to locate the control of British Columbia fisheries in this province? Several of the leading salmon-canners of the Fraser River emphatically declared yesterday that nothing would please them better than that the fisheries on that river should be administered from Victoria. They stated that years ago they became thoroughly disgusted at long-distance administration from Ottawa with attendant vexatious and costly delays and inaction in matters of policy and procedure. They held this opinion some years ago and was evidenced when they applied to the late Hon. Raymond Proffontaine to appoint a board of control which should be resident on the coast.

Judging by statements made by the canners now they will back the efforts of the provincial government to take over the fisheries to the best of their ability. They recognize that federal management of salmon fisheries on the Fraser and in the North is rapidly resulting in the disappearance of salmon from these waters. In view of this feeling a conference between the fisheries and the provincial official executive as something to be expected at no distant date.

MAGISTRATE HALL RESIGNS POSITION

It Is Said That He Will Be Succeeded by George Morphy

(From Saturday's Daily) Police Magistrate Ezekiah H. Hall has resigned his position. Rumors of some time but have been pending for authorization of the report was received last evening.

It is understood that the position will be offered to George A. Morphy, the stipendiary magistrate.

Magistrate Hall was appointed during the period when Jos. Martin, K. C. held office of attorney-general. He has been magistrate for a little over eight years.

Another question decided by the last meeting of the executive council was that of the upholding of revision of section 1 of rule 1043 regulating the business of the judges of the province. Under this rule the chief justice is given authority to arrange and provide for all sittings of the court and to assign the judges who shall preside at such sittings. It was under authority derived from this clause that, through the recently sent a message to the chief justice, Mr. Justice Martin requiring him to attend at a sitting of the full court. The summons was disregarded on the grounds that it was not in writing, the controversy being subsequently ventilated in the press. These rules are proposed by the government is to uphold the rule as it stands. The text of rule 1043 follows:

1. It shall be the duty of the chief justice, and in case of his absence from the province or of a vacancy in the office, then of the judge who shall preside, to arrange and provide for any and all sittings of the court, whether civil or criminal, regular or special, appellate or otherwise, and to assign such sittings or any cause, matter or appeal to such judge or judges as may in his opinion be necessary and proper, and generally to control and direct the business of the court, including sittings in chambers, and it shall be the duty of the other judges to attend and hear and decide such cause, matter or appeal, or to carry out such directions, as the case may be.

CROPS GOOD ALONG THE FRASER VALLEY

Indications Now Are That They Will Be the Best In Years

New Westminster, Aug. 30.—Special correspondents in all parts of the Fraser valley have reported that the crops of the district are the best in years, and are far better than was expected.

The cause of fear earlier in the season was that the drought during the early summer would mean light crops everywhere, but happily it has proved otherwise, for though the grain did not grow as high as in other years the heads are well filled, and large crops are being gathered. This is especially true in Delta, where the farmers feared they would lose heavily because of the drought.

The same is true of fruit crops, and the yield of plums, pears and apples is proving to be as heavy as any in the history of the valley. Fruit-picking is in full swing, and large shipments are being made every day to the local and eastern markets. This is especially true at Chilliwack, where no less than three fruit-packing plants are in full operation, packing fruit and shipping it away.

Harvesting has commenced in earnest, and the crop received from many quarters is for more harvest hands, but if the weather continues favorable, several weeks all the grain will be gathered and threshed without loss. The farmers have not commenced pulling their root crops yet, except in a few instances, but the indications according to careful reports are that the yield this year will be fully up to the average, if not better.

Montreal, Aug. 29.—The July gross earnings of the Canadian Pacific Railway, with working expenses were \$7,095,424, leaving net profits of \$2,560,852. July, 1906, the net profits were \$2,371,811. The increase in net profits over the same period last year is, therefore, \$189,041.

PROGRAMME FOR THE ENDEAVOR CONVENTION

Everything Is in Readiness for First Annual Meeting Next Month

(From Saturday's Daily) The first annual convention of Christian Endeavorers for British Columbia will convene here on September 26-28, when it is expected that about 500 delegates from various parts of the province will be in attendance. The meeting will mark an epoch in the history of Endeavor work in British Columbia, and already great preparations are being made to make it a notable one. The provincial officers have spared no effort to arrange a satisfactory meeting and the programme of exercises will cover every department of the Endeavor work. Following will be the programme for the two days' assembly:

Thursday, Sept. 26—Evening: 6:30-7:15, street evangelistic meeting, Rev. A. W. McLeod, 8:45, anthem; 8:55, president's address, Rev. E. LeRoy Dakin, B.A.; 9:45, hymn; 9:50, address, "Canada's Greatest Asset," Rev. Robert Milliken; 9:55, benediction.

Friday, Sept. 27, morning—9:00, devotional, "The Value of the Quiet Hour and How to Pre-empt It," Rev. W. B. Bouchagnot; 9:45, prayer; 9:50, the C. E. movement, Mr. Clyde van der Maaten; 10:10, relation of C. E. to the Sunday school; 10:30, praise; 10:55, Junior League; 11:05, "Neglected Field"; 10:50, junior conference, Junior Queries—1, Who can be Juniors? 2, How many are needed to form a Junior Society? 3, Who are responsible for Junior Work? 4, How shall we take hold of the work to organize it? 5, Who should be the Superintendent? 11:50, announcements, benediction.

Afternoon—2:00, praise service; 2:05, The Tenth Legion, Rev. A. W. McLeod; 2:15, missionary forward movement in B. C.; 2:25, conference on mission methods, Dr. F. L. Horsfall, Missionary queries—1, The missionary (a) the leader; (b) the subject; (c) the office; 2, Who are the classes? (a) How to organize and conduct; (b) Literature and how to use it; 3, Missionary giving; (a) System and sacrifice; (b) the report; (c) proper channel of distribution; 3:25, praise; 3:30, patriots league; 3:40, conference on citizenship; (a) Citizenship classes; (b) Christian citizenship meetings; (c) Reform campaigns; (d) How to secure united action.

Evening—6:30-7:15, street evangelistic meeting, Rev. A. W. McLeod; 7:30, praise service; 7:45, what the Christian Endeavor owes to foreign lands; 8:05, anthem; 8:10, what the Christian Endeavor owes to the home land; 8:20, benediction. Saturday, Sept. 28, morning—9:00, devotional, "Method in Bible Study"; 9:45, Essential features of well organized society; (a) its officers; (b) its departments; (c) its relation to the church; 10:10, What is the local union of Christian Endeavor; (a) for the societies; (b) for the home town; (c) for the provincial union; 10:15, praise; 10:20, work of the provincial union; Dr. F. L. Horsfall, (a) relation to the individual society; (b) its relation to the international work; 10:40, conference on methods of Christian Endeavor work, Mr. Clyde E. van der Maaten; 11:40, report of nominating committee, election of officers.

Afternoon—Left open for entertainment. Evening—6:30, 7:15, street evangelistic meeting; 7:30, praise service; 7:45, roll call of societies, responses from societies; 8:20, address, "The Endeavorer's Inspiration Point," Mr. Clyde E. van der Maaten; 8:30, benediction.

Sunday, Sept. 29, morning—11:00, pulpits supplied. Afternoon—3:00, men's evangelistic meeting, women's evangelistic meeting. Evening—7:00, pulpits supplied, general subject, "The Glorious Gospel."

The provincial officers are: President, Rev. E. LeRoy Dakin, B.A., Union, Ore.; Rev. A. W. McLeod, Nanaimo; Rev. J. A. Doyle, western field secretary for Sunday schools and Epworth league, Regina, Sask.; Dr. F. L. Horsfall, executive secretary, Endeavor officer, Seattle, Wash.; Clyde E. van der Maaten, ex-field secretary for Christian Endeavor, Louisville, Ky.; Rev. Robert Milliken, Vancouver.

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BUOYS DRIFT AFOAT DURING HEAVY GALE

Quadra Was Ordered to Recover Them But Failed to Proceed from Vancouver

(From Saturday's Daily) Ten buoys which were being towed to Esquimalt by a tug chartered by the marine department for that trip broke adrift in the Gulf of Georgia during a heavy blow on Thursday and the steamer Trader was hurriedly chartered yesterday morning and sent out to endeavor to recover the delinquent buoys. The government steamer Quadra was ordered from Vancouver during the blow to endeavor to recover the delinquents, but Captain Hackett concluded the weather to be too boisterous for the Quadra and she remained at anchor at Vancouver.

The government steamer Quadra left Esquimalt Monday with a large buoy bank intended for Sandheads, and proceeded to Vancouver and was still anchored there when the buoy on Thursday.

The ten buoys which broke adrift from the tug are all large 17-ton buoys of a new type which recently arrived at Vancouver from the marine department's factory at Prescott, Ont., each costing in the neighborhood of \$4,000, plus the freight charges for the long haul from the Ontario workshops. They were ordered brought to Esquimalt to be moored pending the picking of the aids on the various buoys to be used for navigation. They are intended, and the tug was ordered to Vancouver to tow the 10 buoys to the former naval station.

Soon after rounding Point Grey the tug was buffeted by a heavy southerly westerly gale, with the result that the bow line parted and the buoys went adrift. When the steamer Ramona came along in the early morning from Seattle her officers sighted three of the buoys pounding heavily in the breakers off Point Grey. Five or six miles to the southward five more of the bell buoys and gas beacons were seen bobbing in the seas, and with the flooding tide and westerly winds it was expected they would bring up on the Sandheads.

When the news was reported to Captain Gaudin, agent of marine, from Vancouver he at once telegraphed to Captain Hackett to proceed to rescue the buoys. The Quadra remained at anchor at Vancouver, and yesterday morning the Trader was chartered by the marine department to go out in search of the buoys.

APPALPING DISASTER AT BIG OEBEC BRIDGE

South Half of Structure Collapses and Falls Into the River

OVER EIGHTY MEN ARE KILLED

Many Pinned in Wreck and Cannot be Rescued.—History of the Great Project.

Quebec, Aug. 29.—A section of the new bridge across the St. Lawrence river, five miles below this city, collapsed today, carrying scores of bridge workers and mechanics into the water. It is estimated that the loss of life is at least sixty, and may exceed that number by twenty.

The bridge was about a mile and a half in length, and half of it, from the south shore to the foot of the bridge, was dropped into the water. Ninety men were at work on this section of the structure, and the whistle had just blown at 5:30 for the men to quit work for the day, when there came a grinding sound from the bridge at midstream. The men turned to see what had happened, and in a few minutes later the cry went up: "The bridge is falling."

The men made a rush shorewards, but the distance was too great for them to escape. The fallen section of the bridge dragged others after it, the slipping girders and cables booming like a crash of artillery. Terror lent zest to the feat of the frightened workmen as they sped shorewards, but only a few of them reached safety before the last piece of the work of the bridge was dragged into the river. Nearer shore the wreckage of the bridge did not go below the surface of the water, and the workmen who remained above were rescued and taken to the hospital.

The steamer Glenmount had just cleared the bridge when the first section went. The water thrown up by the broken wreckage for half an hour, but there was no sign of the life. The twisted iron and steel held its victims in a terrible deathgrip. A few floating tubes and the broken strands of the bridge toward the river shore were the only signs that anything unusual had happened. There was not a ripple on the smooth surface of the St. Lawrence as it swept along toward the gulf.

All the men drowned were employed by the Phoenixville Bridge company and the sub-contractors of Montreal. At 10 o'clock the bodies of about eight men in the Levis hospital two are not expected to live throughout the night. The Quebec bridge was begun about seven years ago, and it was to be finished in 1903. Subsidies had been granted by the federal and provincial governments and the city of Quebec, and the estimated cost of the work was \$10,000,000. The Phoenixville Bridge company, of Pennsylvania, had the contract for the construction of the bridge, and were working from both sides of the river.

Eighty-Four Victims. Quebec, Aug. 29.—The anchor pier on the Levis side of the Quebec bridge gave way today and went down into the river at 5:30 p. m., carrying with it over 800 feet of superstructure. At the time the bridge was covered with workmen, and 84 of these are believed to have perished. So far 16 bodies have been recovered. At the moment of collapse a locomotive and nine loads of iron had gone on the bridge. They went down with the wreck. It is suspected that some hidden defect had developed. The men killed were mostly Americans in the employ of the Phoenix Bridge Co., of Phoenixville, Pa.

The surveyors are so completely unable to tell exactly how it happened. Those on shore say that the north end of the arch bent down a little and a moment later the terrible enormous fabric began to settle down slowly at first and then fell with a great plunge, which churned up the river and left only a blank where a moment before had been the beginning of the world's greatest bridge.

Ninety-two men were working on the bridge when it collapsed, and of these eight were recovered alive immediately after the disaster by boats.

Pinned in Wreckage. The horror of the situation was increased by the fact that there were a number of wounded men pinned in the wreckage near the shore. Their groans and cries could be plainly heard by the anxious people on the water's edge, but nothing so far can be done to rescue them or relieve their sufferings. There are no searchlights, and by the feeble light of lanterns it is impossible to locate them. They are being left to their fate, because no one can help them, though everybody is more than willing to do so. A Remedy. A family in the villages of Remedy and New Liverpool which has not been bereaved, while in some cases five and six men of a single family have been killed. One family from the village from almost every house lamentations are heard.

A Gigantic Work. Montreal, Aug. 29.—The Quebec bridge was remarkable in that it was to be the longest single-span cantilever bridge in the world, the length of the span in the centre being 800 feet or 200 feet longer than that of the Fifth of North bridge, at present the world's largest single span bridge. There is no bridge across the St. Lawrence larger than Montreal. At Quebec all traffic had to be ferried across the river. This expense being held responsible for the failure of the Quebec city to grow, a number of that city's leading citizens secured a charter from the Dominion government to build a bridge across the St. Lawrence.

Dead Bep. Croteau, Canadian; Nap Lachance, Indian; Louis Alabey, Indian; Wilfrid R. Proulx, Canadian; Aug. Leaf, Indian; Zepherin Lafance, Canadian; Phillip Hardy, Canadian; C. North American; Frank Kibby, Indian; Thomas B. Jocko, Indian. The following Americans are also among the missing: B. A. Yetben, general foreman; John L. Worley, assistant foreman; and E. P. Davis & Co. and for the iron work to

the Phoenix Bridge Co., of Phoenixville, Pa. Work was begun in 1900. The original estimate was in the neighborhood of \$1,500,000, but this was speedily found to be too small. The company found itself in financial difficulties, and the government requiring the bridge to be built on National Transcontinental railway, an agreement was arrived at by which the government agreed to guarantee the bonds of the company up to \$7,000,000. Under this agreement construction has been steadily proceeding. There were to be two approach spans to the bridge of 200 feet each, and anchor spans of 500 feet each, and a centre span of 1800 feet from centre to centre of the piers. The under side of the bridge is to be 150 feet above the water. When completed the bridge is to have accommodation for a double track railway, two lines for electric railways and two roadways for foot and vehicle traffic. At the time of the collapse the cantilever span on the Levis side of the river had been completed, as well as the approaches.

A Forewarning. Ottawa, Aug. 29.—The superstructure of the southern portion of the Quebec bridge collapsed at 5:30 tonight, carrying with it 70 employees to their doom. Engineer Hoare reported the facts to Mr. Parent, president of the bridge company. Yesterday Mr. Hoare notified that one of the stringers was twisted. This was an unexpected development, and immediately led to an issue of an order by Mr. Hoare to thoroughly test the structure. The test of the bridge, however, had been located before the accident, and therefore, it was not possible to take any precautions. Nearly all the men killed or drowned are Americans, skilled employees of the Phoenixville Bridge company of Pennsylvania. Search for the bodies has been promptly instituted, and an official inquiry into the cause of the disaster will be forthwith commenced. Probably this duty will be assigned to M. J. Butler, deputy minister of railways, and Collingwood Schreiber, chief consulting engineer for the government. The anchor pier on the south shore is still intact.

Mr. Millikin, superintendent engineer for the Phoenix company, is in the States. The others in the company's engineers, however, were on the works at the time of the collapse, and as they have not been seen since they are believed to have gone to their fate with the fall of the iron work.

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But for this deplorable accident it was fully expected the bridge would have been completed in 1903.

Quebec, Aug. 30.—Up to tonight it was impossible to secure a complete list of the dead, as all was still confusion at the scene of the awful bridge disaster. About thirty of them were employed by the Phoenixville Bridge company. Men were at work from an early hour this morning recovering bodies of the victims that were caught in the wreck. Many of these were mutilated in a shocking manner, several decapitated bodies being seen, while others are armless or legless.

Of 35 Caughnawaga Indians who were employed at the bridge all were killed but two, who went down when the bridge fell. They were rescued. As already announced, Mr. Bruce, the chief engineer in charge, is among the dead.

The abutments are intact, standing the strain of the falling ironwork. The list of dead is given as 83. Divers went down today to explore the river bottom for bodies carried down by the collapse of the bridge last night. An investigation as to the possible origin of the disaster began today.

Of the American workmen on the bridge, only ten are known to have escaped. Several of the officers of the Phoenix Bridge company, which was constructing the bridge, lost their lives. Among these were Henry Yastley, general foreman; Mr. Burke, the chief engineer who had walked out on the bridge before it collapsed and two others named John Worley and Jim Idaho.

A very close escape was made by Ulrich Barth, secretary of the Quebec bridge company, and a party of friends from Montreal. Mr. Barth was one of the first to start the idea of building the bridge, had driven out to show the works to a party of friends yesterday afternoon. They had scarcely driven off the structure when it reached the road before the crash came, and before they could return to the edge of the river the whole structure was in ruins. A few moments later and they would have been killed with the rest.

Scenes about the bridge disaster today are heartrending and distressing. The huge mass of debris and twisted steel structure that collapsed continued today. Relatives and friends of the victims of this dreadful happening thronged about the place of the accident and besieged every possible source of information with piteous inquiries of news of those who were so suddenly and horribly hurled to death. The tangle of steel is absolutely unrecognizable, and nothing but the use of heavy machinery, manned by skilled human help, will serve to remove the huge mass of debris and iron from the accident. Meanwhile only a small number of bodies have been taken out but every possible effort is being made to hasten the recovery.

The Victims. Following is the official list of killed and injured: Injured—Oscar Laberge, Eugene and Joseph Lajeunesse, D. B. Haley, Canadian; Aug. Hall, Alex Beauvais, American; Charles Day, Indian; J. Nanto, American; Thomas Montour, American; Louis Higgins, Indian; J. K. Martin, Indian.

Dead—Bep. Croteau, Canadian; Nap Lachance, Indian; Louis Alabey, Indian; Wilfrid R. Proulx, Canadian; Aug. Leaf, Indian; Zepherin Lafance, Canadian; Phillip Hardy, Canadian; C. North American; Frank Kibby, Indian; Thomas B. Jocko, Indian.

The following Americans are also among the missing: B. A. Yetben, general foreman; John L. Worley, assistant foreman; and E. P. Davis & Co. and for the iron work to

the Phoenix Bridge Co., of Phoenixville, Pa. Work was begun in 1900. The original estimate was in the neighborhood of \$1,500,000, but this was speedily found to be too small. The company found itself in financial difficulties, and the government requiring the bridge to be built on National Transcontinental railway, an agreement was arrived at by which the government agreed to guarantee the bonds of the company up to \$7,000,000. Under this agreement construction has been steadily proceeding. There were to be two approach spans to the bridge of 200 feet each, and anchor spans of 500 feet each, and a centre span of 1800 feet from centre to centre of the piers. The under side of the bridge is to be 150 feet above the water. When completed the bridge is to have accommodation for a double track railway, two lines for electric railways and two roadways for foot and vehicle traffic. At the time of the collapse the cantilever span on the Levis side of the river had been completed, as well as the approaches.

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The bridge was about a mile and a half in length, and half of it, from the south shore to the foot of the bridge, was dropped into the water. Ninety men were at work on this section of the structure, and the whistle had just blown at 5:30 for the men to quit work for the day, when there came a grinding sound from the bridge at midstream. The men turned to see what had happened, and in a few minutes later the cry went up: "The bridge is falling."

The men made a rush shorewards, but the distance was too great for them to escape. The fallen section of the bridge dragged others after it, the slipping girders and cables booming like a crash of artillery. Terror lent zest to the feat of the frightened workmen as they sped shorewards, but only a few of them reached safety before the last piece of the work of the bridge was dragged into the river. Nearer shore the wreckage of the bridge did not go below the surface of the water, and the workmen who remained above were rescued and taken to the hospital.

The steamer Glenmount had just cleared the bridge when the first section went. The water thrown up by the broken wreckage for half an hour, but there was no sign of the life. The twisted iron and steel held its victims in a terrible deathgrip. A few floating tubes and the broken strands of the bridge toward the river shore were the only signs that anything unusual had happened. There was not a ripple on the smooth surface of the St. Lawrence as it swept along toward the gulf.

All the men drowned were employed by the Phoenixville Bridge company and the sub-contractors of Montreal. At 10 o'clock the bodies of about eight men in the Levis hospital two are not expected to live throughout the night. The Quebec bridge was begun about seven years ago, and it was to be finished in 1903. Subsidies had been granted by the federal and provincial governments and the city of Quebec, and the estimated cost of the work was \$10,000,000. The Phoenixville Bridge company, of Pennsylvania, had the contract for the construction of the bridge, and were working from both sides of the river.

Eighty-Four Victims. Quebec, Aug. 29.—The anchor pier on the Levis side of the Quebec bridge gave way today and went down into the river at 5:30 p. m., carrying with it over 800 feet of superstructure. At the time the bridge was covered with workmen, and 84 of these are believed to have perished. So far 16 bodies have been recovered. At the moment of collapse a locomotive and nine loads of iron had gone on the bridge. They went down with the wreck. It is suspected that some hidden defect had developed. The men killed were mostly Americans in the employ of the Phoenix Bridge Co., of Phoenixville, Pa.

The surveyors are so completely unable to tell exactly how it happened. Those on shore say that the north end of the arch bent down a little and a moment later the terrible enormous fabric began to settle down slowly at first and then fell with a great plunge, which churned up the river and left only a blank where a moment before had been the beginning of the world's greatest bridge.

Ninety-two men were working on the bridge when it collapsed, and of these eight were recovered alive immediately after the disaster by boats.

Pinned in Wreckage. The horror of the situation was increased by the fact that there were a number of wounded men pinned in the wreckage near the shore. Their groans and cries could be plainly heard by the anxious people on the water's edge, but nothing so far can be done to rescue them or relieve their sufferings. There are no searchlights, and by the feeble light of lanterns it is impossible to locate them. They are being left to their fate, because no one can help them, though everybody is more than willing to do so. A Remedy. A family in the villages of Remedy and New Liverpool which has not been bereaved, while in some cases five and six men of a single family have been killed. One family from the village from almost every house lamentations are heard.

A Gigantic Work. Montreal, Aug. 29.—The Quebec bridge was remarkable in that it was to be the longest single-span cantilever bridge in the world, the length of the span in the centre being 800 feet or 200 feet longer than that of the Fifth of North bridge, at present the world's largest single span bridge. There is no bridge across the St. Lawrence larger than Montreal. At Quebec all traffic had to be ferried across the river. This expense being held responsible for the failure of the Quebec city to grow, a number of that city's leading citizens secured a charter from the Dominion government to build a bridge across the St. Lawrence.

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HINDUS CREMATE COUNTRYMAN'S CORPSE

Weird Ceremony Takes Place in Esquimaux—Body Reduced to Ashes

(From Saturday's Daily)

Weird and unique was the ceremony participated in yesterday by the Hindus of Victoria at the cremation of the body of Bagga Singh, a young Sikh, who died on Thursday night at the Jubilee hospital, whether he had been sent for treatment a few days ago. He was a recent arrival from India and had lately been employed at Leight's mill. The cremation—the first of the kind ever performed in this section of the province—was witnessed by a small number of white people, to whom the strange sight was once a pathetic and solemn.

Probably never in the history of the city did a more striking and quaint procession pass through the streets than that which followed the body of the dead Sikh to the spot where the last impressive ceremony was to be performed, in the bush at the lower end of Fraser lake, Esquimaux. The procession, in which slowly marched the greater part of the Hindus at present in and about the city, formed up at Smith's undertaking rooms at Leight's mill yesterday morning. On a small vehicle, drawn by an occasional unpainted wooden box covered with black balze and as simple and unassuming as well could be. With the body of the dead man, a small coffin, almost pitiful in its simplicity, and yet eloquent of the intense earnestness of the dusky through which trailed along in the rear of the body, wended its way along the road. Esquimaux road towards the point where, according to the rites prescribed by the dead man's religion, the last act in the drama of life was to be played. In the procession, which was headed by a stately, and solemn, and dignified man, who occasionally recognized some one among the on-lookers, and to whom his sad smile was the only sign of greeting. Behind him, a long procession of men, carrying the dead man's body on a stretcher, followed the lead man, while the rest of the procession, with gathering fuel required for the funeral pyre. After nearly an hour's work a large pile of wood, teak, and other woods, with which the dusky Indians worked. The body was removed from the stretcher, smeared with grease and milk and wrapped in a winding sheet, which was tightly bound round it. The body was then placed on a platform, raised by a few stones, and the head was placed on a pillow, while the feet were placed on a small stool. The body was then placed on a small stool, and the head was placed on a pillow, while the feet were placed on a small stool.

At mid intense silence and with most respectful mien, the score and more of the mourning Hindus gathered around the pyre, which was ignited by the company's engineer, and while the small flames grew and crept along the wood and gradually enveloped the funeral pyre, the same Sikh who had followed in the immediate rear of the procession, and in a momentous chant commenced the funeral service, on the completion of which the body was carried down the road, and the funeral service, on the completion of which the body was carried down the road, and the funeral service, on the completion of which the body was carried down the road.

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EMPEROR HOTEL TO BE SPLENDIDLY FURNISHED

Carpets and Furniture Are Now On View In Montreal

(From Saturday's Daily)

The furniture and rugs for the Emperor hotel, which have been supplied by Messrs. Cassin & Sons, of Montreal, are being displayed in the St. Catherine street premises of the firm and are attracting a great deal of attention and favorable comment in that city. The order for the furnishing of the Emperor hotel at Winnipeg, under the superintendence of Manager Hayter Reed, and to judge from the remarks of the Montreal press on the exhibits of interesting examples of special turquois and ornate carpets, which have been made for the Emperor hotel at Victoria, B. C., the furnishings of the splendid office on James Bay are to be very fine indeed.

The furniture for the rotunda of the hotel is described as a "poem" in greens and browns. It consists of handsome easy chairs and easy sofas, covered with green Hoidsworth cloth. The backs of the chairs are representations of an imperial crown within garlands of holly leaves.

The Donegal rug, which are to cover the rotunda floor, are woven of materials of rich brown with borders of holly leaves, harmonizing admirably with the tones of the furniture. There are about a dozen of these rugs, the largest measuring 32 feet by 100 feet. The curtain scheme has been carried out in green striped with bronze.

The color scheme of the drawing room is worked out in beautiful shades of pink and greys. The hand tufted rugs have been specially designed in pink, and the furniture is in grey woods with hand painted flowers. The curtains are in pink, trimmed with bands of soft grey.

Apartment for the unique location and architectural beauty, the Emperor hotel will unquestionably surpass all the other hotels of the company in the newness and richness of the furniture designs.

Holdup Man Sentenced. Nelson, B. C., Aug. 30.—Kenneth Murray, who was arrested in Spokane on Sunday night by Sergeant Wightman of the Nelson police, and brought back last night by Wightman without extradition papers, was today sentenced to six years imprisonment in the Victoria penitentiary for robbing him of \$200. Most of the money was recovered.

New Westminster, Aug. 30.—Charles Digby, a veteran of the Crimean war, and a resident of this city for forty-eight years, died at his home yesterday. He enlisted in the Forty-ninth regiment in 1854, and the next year was transferred to the Royal Sappers and Miners. He participated in all the battles in the Crimea, including Balaclava, and the capture of the Redan at Sebastopol.

He came to New Westminster in 1859 with his wife and four sons and two daughters. The funeral will take place on Saturday at 2:30.

Work Commences On Saanich Inlet Road. Dennis Harris Will, On Monday, Commence Survey of the Route

Dennis H. Harris, C. E., has been commissioned by the provincial government to survey and cross section the proposed road from Goldstream to Mill Bay along Saanich inlet. He is getting together his party and active work will commence on Monday next. Not only the citizens of Victoria but the residents of the island generally will hail with pleasure the announcement that the construction of the road is practically assured.

The provincial government has been alive to the necessity of proceeding with this important undertaking, and it was found difficult to obtain a practical route. A cursory survey of conditions resulted in a report that the road would be in the neighborhood of a quarter of a million dollars.

Through the energy of the local members of the provincial legislature a more practicable route was finally obtained. After considerable personal attention from them, Frank Verdier, one of the best practical road construction experts in the province was sent out to cruise and blaze out the most practicable route. After two weeks spent upon the work he handed in his report about two weeks ago to the department.

Mr. Harris' work as stated will consist in surveying and cross sectioning the route blazed by Mr. Verdier in order to arrive at an approximate cost of the road. As far as is known at present there will be considerable rock work and quite a number of bridges will be required across gulches. Some of these will be of considerable length. As far as can be ascertained there is nothing impracticable in the scheme. The road when completed should provide an easy ascent and descent, the grades being about equal to those on the East Saanich road.

The great benefit that the road should prove to people wishing an outlet to the north is to connect with the rest of the island instead of following the almost unrecognizable route over Sooke hill. The route is now quite a few patches of good farming land and will prove of great benefit to the farmers at present living along the coast.

Apart from the commercial advantages for Victoria, the road should prove one of the finest scenic routes in the vicinity.

Winnipeg, Aug. 29.—Mr. and Mrs. E. A. James are at present in Chicago on their return home, and will be here Sunday or Monday. Mr. James has been a member of the Victoria (Canada) Royal Garrison Artillery, 1902, and the Royal Regiment, C.A.; 1904, the Victoria Engineers, 1906, the Victoria police department.

FISHERMEN EVADE LAW REGARDING NETS

Fake Nets for Catching Sockeyes Discovered—One Man Arrested

Vancouver, B.C., Aug. 30.—The subterfuge of fishing seven inch sockeye nets near the surface and five and a half inch sockeye nets attached below is being generally practiced by fishermen on the lower Fraser river in order to evade the law prohibiting the use of the small mesh nets, according to a statement made yesterday.

On Wednesday a fisherman was arrested with just such a net in his possession, in fact he was fishing it, and it is declared by some of the cannermen who do not countenance such breaches of the fishery regulations that many of the fishermen are breaking the law.

Since last Sunday night the use of sockeye nets has been prohibited, and the close season extends to September 15. The inadequacy of departmental supervision of the fishing fleet is such that unscrupulous persons are taking advantage of the lax patrol system to capture the few sockeyes which should now be reserved for the spawning grounds.

Vancouver, B. C., Aug. 30.—

SPENDS DAY IN CITY

Gibbs of Little Rock, Arkansas, Here in the Gold Rush. (From Saturday's Daily) Active, despite his 34 years, W. Gibbs, a resident of Victoria, has spent the gold rush days of his life at nearly 40 years ago...

Human Fallings

Every one who is human has a fall, though they may not know it. It is naturally some ill-fated time in his life, but not always a bad one. It is, generally speaking, that inevitable class of people who call themselves thrifty, that display this peculiar weakness. The cynical and pessimists among us turn over their feet, both mental and material, light-footed. Those three-minute affairs, but take little heed of either for their own sakes. They are, however, a tendency which becomes almost a mania for thinking that everything fits, or will fit at some future time, and is now being done.

Fashion's Fancies

Decidedly this is the reign of the blouse—and as favorite fashions are to impart an air of novelty, the separate blouse and skirt has to some extent returned this season, but the imparted a decided change in the blouse when one appreciates lines here and there, as well as to wear. They are almost entirely white, cream or beige and are extremely elegant as well as being easy to clean and to wear. All women desirous of having a blouse of youth and freshness, these are often made of lawn and cambric and are finely pleated and open-worked and adorned with lace that the blouse alone often costs as much as an ordinary costume. A charming effect is produced by mingling several different kinds of lace. A few days ago I saw a delicious blouse of Irish lace in alternated bands of valencienne, insertions of which a blouse would go equally well with the most simple skirt or with the richest of the theatre or the opera-house. The prettiest being in mother-of-pearl. Another charming revival of the past is the blouse and which falls from the neck to the waist, and is fastened with much tucked, with elbow sleeves, and tucked puffed and bagged cuffs below the elbow. Over this came a bolero, very exquisite in black net, and a high collar, black and white, with a high collar, black and white. The superb cut skirt for this blouse was of a soft, dull satin and entirely plain, with black and white garter white gloves and a white ostrich boot. This formed a most effective toilette. Another instance of the separate blouse and skirt is a fair woman, illustrated the charm of a creamy white silk powdered with groups of blurred colored flowers. The skirt long and even, with a high collar, black and white of the same silk. The blouse was soft and full and made in creamy white silk with a high collar, black and white of the same silk. This was worn with a big hat of white moiré. The crown completely hidden with a wealth of purple and mauve convolvulus. Close-fitting, open-work heavy lace, all very smart with sleeves clasped at the wrist and firmly, with a white belt over the hand, completed with a high collar, black and white of the same silk in a pretty silk. The effect is chic in the extreme. Quite plain skirts are to be much worn and these invariably mean an elaborate blouse or bodice.

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ANNUAL MEETING STARTS

WORK ON NEW ROAD. Baker Avenue is to be opened up for traffic. At Once. (From Friday's Daily) W. J. Bowser, as acting commissioner of lands and works, has reported to the survey and proposed extension of the present drive through to Cadboro Bay. The decision of the Oak Bay council as to which road should be opened and on receipt of the news the municipality favored the extension of Mount Baker avenue, which that work be rushed upon this afternoon with rough grade the municipality will provide gravel and finish it. The completion of the new road will be a municipally continuous communication upon the sea front through Cadboro Bay and will greatly enhance the beauty of the present beach. It will also open up the land between the sea front and the present beach to the public and property along it. The work will be done with the steps which are being taken to the road through from Gold- to Saanich Inlet, proves that the government is alive to the needs of the public and property along it.

SPEND COUPLE

OF DAYS FISHING. Greenwood Will Leave tomorrow for Campbell's River. (From Friday's Daily) Greenwood, M.P., leaves tomorrow for Campbell river for a couple of days fishing. He will be accompanied by W. A. Bonnell, of London, England, and also by a Canadian, Mr. Smith, who is the Canadian who first introduced lacrosse in England and he is one of the best teams in the world for a number of years. The other of Waddy Bonnell, the famous Montreal lacrosse player, will be the guest of the new Canadian club at Lunenburg. He will be accompanied by the Empress. Yesterday afternoon was invited by the members of the Victoria Canadian Lacrosse Club and if it can be arranged, he will probably speak here Wednesday next.

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appearance, the throat should be thoroughly doused with sulphur, this treatment being repeated every hour if the case is severe. As only good can come by swallowing the sulphur, it may be used safely with the greatest freedom. One of the very best preparations for throat affections is equal parts of sulphurous acid and glycerine. This should be mixed to a half of a tumbler of water. The throat may be brushed with it, or it may, if preferred, be used as a gargle. Freely applied, it will usually relieve all unpleasant symptoms at once and persistently, it rarely fails to cure the most obstinate cases of sore throat.

To look young, one must be young, not in the fact of youth, but by being sprightly in disposition and cheerful. One of the greatest secrets of youth is to keep a light heart and to look upon the brighter side of things, and not to brood over every little annoy-

Paint stains on floors may be removed by putting a little drop of benzine on them, letting it dry, and then rubbing the stain with a dry rag. Powdered pumice stone on a damp cloth. To clean chased brass trays—Wash the tray with soap and water and dry it thoroughly. Cut a lemon in half and with it rub the brass until clean. Then rinse in warm water, dry with a clean cloth, and the brass will give an excellent gloss to the brass bowls and other ornaments which are now so very popular with artistic folk. Turpentine should be added to starch. A few drops of turpentine added to cold starch for bolus starch will give an excellent gloss to the starch and will prevent it from sticking to the iron.



THE HOME GARDEN

BORDER PLANTS

This class of plants has not received the attention from many of our flower lovers that their beauty and usefulness more than deserve.

Spring bedding, as it is termed in England, where the cool spring season often extends from the end of January until early June, gives ample scope for the exercise of the taste in the class of early decorative plants.

Forget-me-not—Myosotis grandiflora (M. sylvatica) is the forget-me-not that succeeds best in gardens.

Primula polyantha (garden primrose)—Eight in a rather moist, partially shaded position.

Primula vulgaris, the well known English hedge primrose, is also tender and requires protection in winter.

flowering bulbs have dropped their showy petals or have become dulled and dimmed by the approaching heat and drought of summer.

A VARIETY OF PYRETHRUMS

One of the most useful of summer flowers is the Pyrethrum, of which there are many varieties.

Phlox subulata (Moss Pink)—The several varieties of these beautiful dwarf little plants, with their showy, compact masses of pink, reddish purple, and lilac flowers, make a most indispensable amongst our low-growing border and rockery plants.

Primula officinalis (English cowslip)—It is quite hardy as a rule, and when treated as described for other primulas, makes a pretty border plant.

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STARTING PERENNIALS

A great many people nowadays are trying to "work into" perennial flowers, those which grow up year after year without planting every spring.

WORK IN THE GREENHOUSE

Prepare for winter by repairing broken glass, in fixing up leaks in the heating pipes, etc.

FOR CHRISTMAS BLOOM

One of the daintiest of Christmas gifts is a pot of flowers in bloom, and among the flowers in bloom at that time none are more attractive than the bulbs, especially the white narcissi and yellow daffodils, so waxy of bloom and fresh of foliage.

GLADIOLUS FLOWERS

more than 60 degrees. At all times during growth (after taking from the trench) bulbs should be watered freely.

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season—it is well to be fully informed as to the treatment that will ensure the best results.

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REALLY GOOD CANNAS

In planting beds of cannas select fall varieties for the back row. Here are a few suggestions of good varieties arranged according to weight and color.

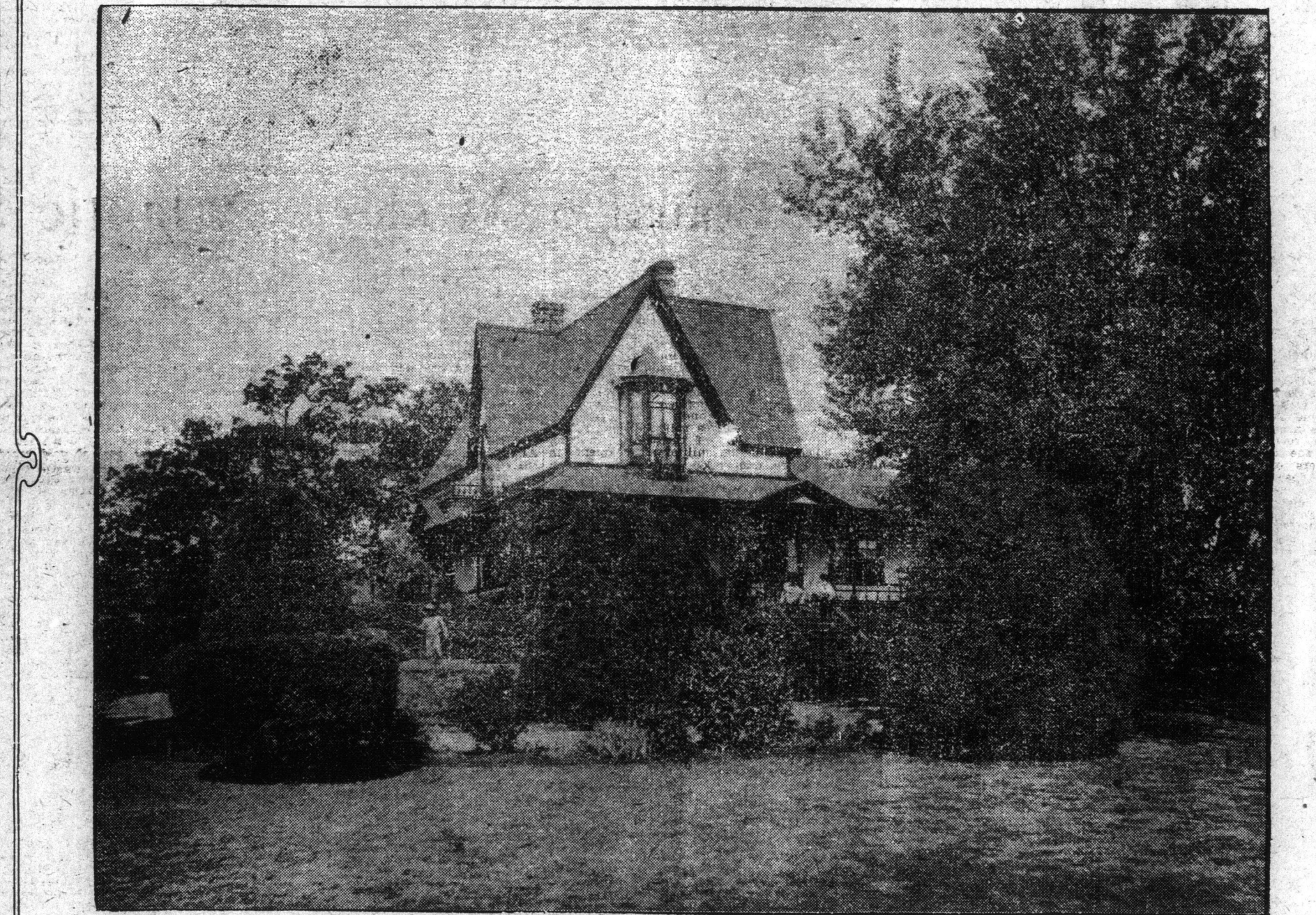
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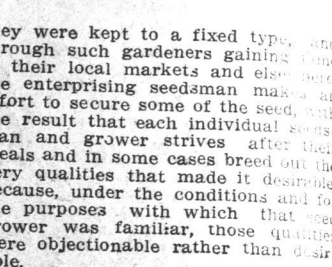
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The Home Beautiful, in Victoria



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London Timings of the British Medical Association...

they were kept to a fixed type, and through the efforts of gardeners...

Under the best modern cultural conditions the environment of plants in a field is practically the same, but there is usually a great variation in the quantity and quality of the product...

When we remember that the relative influence of each ancestor may vary in each individual, and the great variation represented in the ancestry of the different plants of most stocks...

Under modern methods of culture and marketing vegetables, uniformity of both growth and product is of the greatest desirability.

The Agitation in the Punjab

The special correspondent of the London Times, writing from Lahore, under date of July 27, says: The fly came upon the axle-tree of the chariot wheel, and said, What a dust do I raise!

In a previous letter I tried to show that the campaign of the educated bourgeois classes in India to capture the leadership of the masses could be traced in no small measure to the alarm felt by a small but active group of Bengalis at the proposed decentralization in the Bengal province. I propose today to deal with the progress of the seditious movement in the Punjab. Before, however, entering on this very complex subject, let it be stated that there is no real or dangerous sympathy between Bengal and the Punjab. The unity of any movement, be it political or religious, unless it is based upon mutual trust and respect between all parties concerned in it, cannot be complete. Although the educated or bourgeois class in the Punjab may have the same aspirations as its prototype in Bengal, though the grievances, real or imaginary, under which they labor may be identical, yet the field of thought of each is so ordered and influenced by local prejudices and conditions that there cannot possibly be any lasting sympathy or cohesion between them. The Punjab, educated or otherwise, has never been at any pains to conceal his opinions with regard to the Bengal party and the inherent vanity of the Bengal will ever prevent him from making common cause with a people who have hitherto held him in contempt. At bottom there can be no fellow-feeling between the two races, and even if "nationalism" were not a misnomer in connection with recent events in India, the "nationalism" of the natives of Punjab must ever remain a thing apart from "nationalism" in Bengal. But since national prejudices are no bar to community being imitative, it is evident that the Punjab has been influenced by the fashion which Bengal has set. That it has been so is not

entirely its own fault. The spectacle of half-educated bourgeoisie and a despised bourgeoisie at that—tyrannical, entire province, and defying at every step the authority of the government was bound to affect a similar class, developed from the more martial and latest acquired provinces in India. In so much, therefore, as the movement in the Punjab is one by which the educated bourgeoisie hope to control themselves the chartered, existing of "the will of the people" and thus coerce the governing authority, which at its best is still alien, it can be concluded that the movement is in sympathy with Bengal. The Decan, and any other of the leading provinces in the Indian Peninsula. For the rest the sympathies, aspirations, and organizations are local, and, if one may apply the term to immense provinces, parochial.

It is the business of the self-constituted prophets of democracy in this province to establish themselves as the leaders of the people. In their public and private protestations they declare that they already represent "the will of the people," and hope, on the other hand, to show that they do not represent "the will of the people"; and that until this new phase of "nationalism" development has been brought into focus with the realities of the social and political organism it should be the business of the government of India to see that the present state of affairs does not lead to the expression "the will of the people." It were a platitude to say that the complexity of racial conditions in the Punjab only enhances the difficulties of administration. The matter at present under discussion, the Mahomedans, however, take no active part. Not that their attitude is not an important factor in the situation. What is one man's meat is another man's poison, and more Mahomedan trouble may grow out of the present situation than is at present contemplated. But it is not need to deal only with the Hindu influences, which in the Punjab must include the Sikh, the Moma, and the Jat. Three decades ago a studious Hindu, rising superior to his fellows on the crest of the wave of progress which followed the stormy decade of the fifties, broke through the network of petty tyrannies and obstacles to the advancement that centuries of history had woven into Hindu theology. This student, the Swami Daya Nand, cleansed Hinduism of many of its extreme prejudices, and established a new government with his far-reaching doctrines. The schism which resulted from this apostle's genius survives today in the Arya Samaj, which is the greatest force with which the government of the Punjab has to reckon. With the theological significance of the Arya Samaj we are not concerned here, and none but a student of the Vedas would be qualified to give an opinion. But although it has been the open contention of all Arya Samajists that their principles and tenets of their belief are purely religious, moral, and social, it has been from its early inception a political force. The most cursory study of its tenets, though those of the original founder, in the language of the translator, must convince the reader that Daya Nand's stock-in-trade was religious emotion—a religious fervor directed against the alien race in India.

Daya Nand had foreseen with unerring instinct the intellectual awakening of the middle classes. It was the natural result of the spread of book-learning. He had the acumen to perceive that the existing aristocracy of the country, effete and tradition-ridden, would be unable to stand in comparison with the new national forces which were gathering strength. It was his business to knit these forces to the old tenets of Hinduism lest education should tend to breed a mind set more to the will of its alien instructors. Here we have the subtle fascination of the Arya Samaj. The great griefs which come as a result of the despotic and dwarfing influences of 2,000 years of Brahminism, and emerged from the purification in a form that appealed to the personal vanity of the native. When the Arya Samaj appears to have bifurcated. The one train of thought has remained largely religious. The other has

merged into politics, and today the government of India is reaping the harvest of its intolerance in the past towards a movement of which the political significance was too long carelessly overlooked or purposely ignored. The palatable tenets of the Arya Samaj fell upon fertile soil. It instituted its own educational establishments and the Indian government, in its post-mutiny dread of religious prejudice, was too timid to insist upon any particular form of moral training for the students in the European colleges of India. The students were grafted on to the curriculum of government colleges. Thus the Arya Samaj, by direct or indirect means, brought directly or indirectly under its influence. Many hundreds at the same time acquired the spirit of racial superiority by sojourn in England. To these men the ancient civility of their race, again to be hereditary serenity, their very consciences reeling with the knowledge that they were not inferior, but superior, to the native love of life, and the ignorant and destitute of the knowledge of the Vedas.

The attitude of the government, and the Arya Samaj generally, towards the educated native, did not fail to encourage the more baneful features of the Arya Samaj movement. As education increased and stimulated the native love of life, the time of district officers was more taken up with magisterial duties, and unwillingly enough they drifted further and further away from that sympathetic personal intercourse with the people which in the past so largely contributed to their hold upon the confidence of the natives. Also a pre-occupied native, in his necessity to disguise facts, his prejudice against this day—against the educated classes, or at least resentment against certain features displayed by them, such as dress and habits. You cannot teach the theory of equality implied by western civilization and then withhold it

in practice without stirring resentment, especially when you have neglected a moral and disciplinary training. Journals, newspapers, vernacular journals, and the press, in the comparison of grievances. The Arya Samaj, by the use of the vernacular, had come but little in contact with the educated native. This type of Europe, and more especially of the Arya Samaj, were to be the prerogatives of the ruling race. Further, the great strides made in the commercial development of India have produced into Indian politics, a third European estate. The exigencies of business have found this class of European as ready to accept social equality with the native as the official class has been prone to deny it. Nor can one ignore the unpleasant fact that European prostitution has become a factor in the great racial question.

For a long time only a small section of the population was affected. The great masses of the people, the agriculturists, and the merchants were unaffected. They remembered the evidence of their grandfathers, who, sweated under another rule, had suffered other things than the security of life and property which was theirs under British rule. Racial antipathy did not as yet appeal to them. As long as they could till their lands in peace and garner a profit without molestation it was difficult to inoculate them with the political virus. But the leaders of the Arya Samaj, gradually gained control of two classes—the subordinate servants of the government and the pleaders or members of the bar. Speaking generally, the former are loyal as far as the safety of their emoluments requires. The latter, who claim to represent the only free educated opinion in the province, not at all, it is these who have furnished the machinery of sedition. When the propagandists first established contact with the masses they met with little response. They then copied Ben-Gurion and worked slowly and steadily to imbue the masses with their own ideas, they waited patiently

for the opportunity which, sooner or later they felt confident, government would give them. For the purpose of cultivating public opinion countless vernacular journals sprang into existence. On their inflammatory character and general political immorality there is no need to dwell. Their object was to create public opinion, not to reflect it. The long-expected opportunity arrived. The much-discussed Colonization bill, the proposed enhancement of the water rate in the East India canal, and, last but not least, the plague-terror, produced local irritation against the government; and the leaders of the Arya Samaj were able to fan the flame of the riot. But this was not enough. Race hatred could alone generate the power which these would-be exponents of "the will of the people" required. British justice, at any rate, seemed to defy even the most perfidious misrepresentations. Yet when the Punjab undertook to deny the existence of the plague, the native and the white, and for the purpose invented a story of white savagery, concocted by a British court—a story every year of which is not a little of evidence could be produced—a story which was from beginning to end an odious calumny of a most dangerous nature. It was received as gospel, and when the government took action against the Punjab the case was at once exploited by the Arya Samaj as a "racial issue."

Necessity of a Purpose in Life

Text—"What my God had put it in my heart to do."—Nehemiah 12, 12.

Nehemiah was called to a great work, but he kept his own counsel and waited for the time to declare the purpose that lay in his heart like a growing seed in the soil. His purpose became a passion; it swept every obstacle from its course as a prairie fire clears the ground. Most men are the victims of the love of change which prevents their being loyal to their purpose for more than a brief mood. There are so many voices that call upon the pilgrim to follow different paths that it is wonderful that he turns back frequently to try another way, fearing that he has not taken the right road. Wholeheartedness is not particularly characteristic of the times, though it was the mark of Nehemiah today. Multitudes fall, not from want of power, but from lack of purpose; they are like the man in Clough's poem of whom it was said:

"Heartily, you will not take to anything, whatever happen, don't I see you still living no life at all? Will you go on thus.

Until death end you? If, indeed, it does not, you are not a man.

For what it does none knows. But as for you, you hardly have the courage to die outright."

You'll somewhat halve even it."

Each could tell a pathetic story of secret struggle, a hidden purpose which once was a magnetic ideal. The tragedy of conflicting purposes is as old as human history. Astronomers say that each planet is attracted by two forces. One is the force drawn by many purposes until it becomes almost impossible to be continuously faithful to one. Yet we realize that success lies along the line of concentration. In religion fixity of purpose is an imperative need, without it the soul is carried away by any wind of passing or current of feeling. We might all more daily repeat the Psalmist's prayer, "Teach me Thy way, O Lord; unto my heart to fear Thy name." Daniel's character grew out of the fact that "he was loyal to his heart" to be loyal to his God. Nehemiah was strong and stable because he knew that his work was what his God had put in his heart to do. If we are ever to be delivered from the plague of fickleness, it will be by the consciousness of a purpose for the accomplishment of which we were called into life. As you start out upon life's cross roads you must have the purpose prompted by the Lord. That was the secret of Nehemiah's strength. It may be ours. Let us look into our hearts and see. Have we any purpose in life beyond getting a comfortable living? Does the problem of eating and drinking cover all our aims, ideals and ambitions? If so, then we are simply existing in the animal world; we have not yet been born into the sphere of intelligence, love and longing. Ours is the flesh life, let us eat and drink for tomorrow we die. But thank God that the low level of contentments the human spirit made in the image of the Eternal. God did not create us worms, not even glow-worms, but men, with vision that sees the far horizon, in which His sun merges into greatness, and thine sunset fades into the dawn of eternity. There is a divine discontent which marks the struggle of the soul in the new birth. We cannot be satisfied to regard life as a picnic or a church parade. It is an opportunity, a call, a vocation. We dare not drift, we must steer.

How can we tell whether the secret purpose hidden away in our heart's deepest desire is implanted by God? We could be sure of that if we could see our own hearts as He sees them. We could see steadily forward, fronting the storm. Have we not sung with intense longing the familiar lines:

Only to know that the path I tread Is the path marked out for me.

Look at the purpose in your heart, the one thing which, if you could, you

would supremely desire to do. Can you pray about it? A man who desired above all to get on in his business was talking to a clergyman in a great train. They were strangers to each other, and being alone in the car, had drifted into a conversation about Providence. "Well," said the clergyman, "don't pray for success in your business." "No," said the other, "I don't care sure that God wants business in my line to succeed." A sturdy old pastor of the last century used to describe the grace of God, Blacksmith, by the grace of God, if you were to be God-given, it ought to be easy to talk to your heavenly Father over it. If he put the purpose in your heart you will find it not hard or unnatural to seek his blessing upon it.

A Sensible Test If your heart's purpose were accomplished would it be for the good of others as well as ourselves? That is a sensible test. The Lord does not put His gifts in us to be hoarded up. He is not the inspirer of greed. He does not intend that we should be rich, but that we should be useful. He does not intend that we should be rich, but that we should be useful. He does not intend that we should be rich, but that we should be useful.

Some of the best of us are not rich, but we are useful. We are not rich, but we are useful. We are not rich, but we are useful. We are not rich, but we are useful. We are not rich, but we are useful.

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We may be among the majority of featureless persons who make no impression. If we are not called to do great things, we can do little things in relation to each other. I am not a big wheel in God's workshop, but I am a tiny pin, as indispensable as any other part of the machinery with which he works his deep designs to achieve his sovereign will. Our lives cannot be failures if we are working out the Divine purpose. It was this which gave the old prophet such dogged tenacity; they had caught the vision of the clay workers with God. Perhaps this alone will deliver us from the increasing irritation over life's littleness. The great griefs which come as a result of the despotic and dwarfing influences of 2,000 years of Brahminism, and emerged from the purification in a form that appealed to the personal vanity of the native. When the Arya Samaj appears to have bifurcated. The one train of thought has remained largely religious. The other has

merged into politics, and today the government of India is reaping the harvest of its intolerance in the past towards a movement of which the political significance was too long carelessly overlooked or purposely ignored.

Card of Thanks The day is not far distant when cards of thanks will be a thing of the past. When death enters a home and leaves behind a void, the power to place a silver lining behind the dark cloud, and they do not expect or desire any thanks through the public press. One subscriber, says a judge that no finer intelligence has ever been devoted in England to the study of history. Other men have told captivating stories, but none have applied themselves to the most difficult and the most important of the mental problems with an equipment so completely adapted to solving them. Every legal phrase and formula has become for him charged with history, with the tragedy and comedy of human life. The gladsome light of jurisprudence has shone upon him from after some ten years in London, a moment came, memorable in the annals of English historical writing, when Maitland realized what his task was to be.

First Submarine Invented

The first submarine craft which really navigated under serious conditions was the invention of an American, Daniel Bushnell, of Saybrook, Conn.

Bushnell was graduated from Yale in 1776, and in the same year completed a submarine vessel on which he had been at work for many months. It does not seem to have named the boat himself, but it has come to be known as the "Turtle," because of its shape.

The entrance to the vessel, a writer in the Navy correspondence of the opening made by the swells of a turtle shell at its head. The boat was about seven and a half feet long and six feet deep; large enough to contain the operator and sufficient air to last him half an hour. It was ballasted chiefly with permanent lead, and was capable of carrying a mass of lead, 200 pounds in weight, could be let down forty or fifty feet below the surface, and was enabled to anchor or to rise to the surface in case of accident. A water gauge, illuminated by means of a cork with phosphorous on it, was used to gauge the depth of the vessel. By means of a compass, also illuminated with phosphorous, the operator was able to direct the course of his vessel. An air formed on the principle of an old-fashioned screw was fixed in the forward part of the Turtle. The screw, worked on the same principle, could propel the vessel forward, or in the other could propel it backward. Another air, placed near the top of the Turtle, worked on the same principle. By means of the latter the operator, after having established the equilibrium of the vessel, could move it either upward or downward. This air could be used for sculling.

up of tiny parts, the whole dependent upon each. You must not be the dropped stitch in the garment or the error in the written page. If in a moment of idleness you neglect your duty, if the Lord has put his purpose in your heart, then yours is not to reason why, but, realizing that the purpose will give the power to do it, to do it. I am not a big wheel in God's workshop, but I am a tiny pin, as indispensable as any other part of the machinery with which he works his deep designs to achieve his sovereign will. Our lives cannot be failures if we are working out the Divine purpose. It was this which gave the old prophet such dogged tenacity; they had caught the vision of the clay workers with God. Perhaps this alone will deliver us from the increasing irritation over life's littleness. The great griefs which come as a result of the despotic and dwarfing influences of 2,000 years of Brahminism, and emerged from the purification in a form that appealed to the personal vanity of the native. When the Arya Samaj appears to have bifurcated. The one train of thought has remained largely religious. The other has

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What the widow of Professor Maitland was recently given \$100 out of the Civil List, the Tribune contrasted the meagreness of the sum compared with the amounts given to Sir F. Burdett and "Ouida." Professor Maitland was spoken of as a scholar whose genius revolutionized historical science. An article by H. A. L. Fisher in Putnam's Magazine gives some idea of what this great English scholar really did for his country. "There need be no hurry to estimate the historical work of Frederick William Maitland," declares Mr. Fisher. "He was a man who has no successors; centuries may elapse before anyone will arise with the rare combination of endowments which made him so unique and commanding a figure in historical literature."

Desert Miners' Etiquette

"Never ask a man anything about his mine; he won't tell you if you do. It is the desert law to ask such questions on the desert."

This spoke J. Heilmann, late of Beatrice, a good timer in Death Valley and the desert. "You see, when one miner meets another he doesn't ask him how he is getting on, but he asks him how he is getting on. He doesn't ask him how he is getting on, but he asks him how he is getting on. He doesn't ask him how he is getting on, but he asks him how he is getting on."

"The fact is that if a man has a great body of low grade ore that he can't sell, he will sell it to the smelter. But if he has a rich spot with high grade ore, he will keep it. He will keep it. He will keep it. He will keep it. He will keep it."

What Professor Maitland Did

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How He Came to His Task

"Every great life has a unity of its own. Maitland's life was dedicated to the exploration of legal antiquities. He might have been many other things: a musical critic, for instance, or a judge, or a metaphysician; but fortune determined that he was to be a historian. It was perhaps fortunate that after a brilliant undergraduate career at Cambridge he should have fallen to the bottom of the Trinity Fellowship, for the failure cost him a conveyancer's office in London. The niceties and humors of the law found a ready outlet in his pen. Every legal phrase and formula became for him charged with history, with the tragedy and comedy of human life. The gladsome light of jurisprudence has shone upon him from after some ten years in London, a moment came, memorable in the annals of English historical writing, when Maitland realized what his task was to be.

The Finest Student of History

"It has been said by one competent judge that no finer intelligence has ever been devoted in England to the study of history. Other men have told captivating stories, but none have applied themselves to the most difficult and the most important of the mental problems with an equipment so completely adapted to solving them. Every legal phrase and formula has become for him charged with history, with the tragedy and comedy of human life. The gladsome light of jurisprudence has shone upon him from after some ten years in London, a moment came, memorable in the annals of English historical writing, when Maitland realized what his task was to be.

His History of Law

"The 'History of Law,' published in 1895, is a measure of the rich results which may be achieved by the genius and diligence of the man who has never let. Let one who has such a place hidden find one in need he will have one clear, well-earned, necessary he will go and bring back a supply, but the other fellow doesn't care where it comes from. That's the miner's secret."

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nia would show the way. The open-mouthed at the audacity of the power of the government impotency of the people influence the army, already in its Hindu elements. In the year the money by professors so easily as in India, and countries, even Japan, students for a riot.

And here you have the key of the trouble in India. The country would does the ruler as in the and of the absolute ruler as in He has the experience of a and years of the government trouble in the Punjab has arisen the exploitation of certain special grievances by a section of referring to reversion of lands Crown—had been grossly mis- to the colonists. Holders in the settlement had been a clause with some effect made retrospective with effect concluded holdings. That the had been artificially fo- was shown by the attitude of the as soon as they understood the act, with its several ob- regulations, was suspended, their subsequent reception of ment officers in which they had proof may be found in the in- of "the people" towards the of India, who is now standing in Lahore for the same sort for which the government prosecuted the editor of the Pun- if the prosecution of the Pun- did take place after the depor- of Lala Lalpat Rai and his mil- Aji Singh, instead of be- there would have been a little interest in the case as there is in the case of the India. The action taken in the case of Rai has thrown the machinery "will of the people" out of gear. schoolboys and had no longer answer to the Arya command. It is for the gov- to see that no chance is given leaders of the Arya Samaj to te themselves at some future real will of the people.

and id such material as might illus- a truly history of English law; literary director of that society see the appearance of no less twenty-one volumes. The ma- of an early parliament was in a splendid volume con- to the Rolls series. A mastery on the English Church and the Law proved up to the hilt that of the Canon Law, was in England prior to the Re- in Meauville, in "Domesday Beyond," he had attacked the difficult controversy of the Anglo-Saxon history. When the Modern History was planned Acton, Maitland was taken ed the task of describing the in settlement in the early years "land," concludes Mr. Fisher, have attained success by many He preferred to devote himself poor in earthly rewards, of arduous and sustained en- Just before he sailed upon his reviews had begun to ap- the "Life and Letters of his edle Stephen. That book cost ed much, for it was written from the heart, from one of least and tenderest of hearts that "Public Opinion.

ert Miners' Etiquette or ask a man anything about his he won't tell you if you do. etiquette to ask such questions on spoke J. Heineken, late of Beat- old timer in Death Valley and see, when one miner meets an- in the desert they stop, talk and essanties. One will ask the low he's getting along and the about all. Neither asks if you where the other has his claims 'll tell you, without being asked he won't tell you if you fact is that if a man has a body of low grade ore that he ave a couple of men to work and the smelters he has a rich spot with id easily handled if it has one or many times as much, he can't have the world know about have everybody coming to his and. It often leads to trouble's ation, jumping and all that thing. Property is in the mountains it necessary to record it for it I would like to see the man id follow me on the desert if I ant him to, I'll give him a chase I'll make him very sick on his course, in such cases a claim r left unguarded if any one stumple upon it, as a claim in se possession will be nine points law. do not only about mines but on private secret water holes. ow some of these give so little hat once known to the general they would be of no use to those nt to big trouble finding them, by one else very soon as they all. Let one who has such a iden find one in need he will will go and bring back a sup- he's coming fellow doesn't know it comes from. That's the find- course there are public watering especially along the stage. Some wells have been dug by als of companies who sell water- of money often much ex- pended way. The water problem is in- erious one on the desert. Some of the campy water is by a team and sells for as high barrel. People who don't know hat is a terrible price, but it leaves a very small profit, for haul and the time lost, and the with which one starts is used up ousing."—Los Angeles Times.

(encouragingly)—A faint heart won a fair lady, you know. (with extreme nervousness)—No, and a faint heart never by from one either.—Bylander.

Public Opinion—During the past days many important scientific and other associations have held their meetings and have discussed an amazing number of interesting topics—full of interest and importance to the well being, happiness and intelligence of the race. These meetings are rec- ommenders of the latest discoveries of science, of the latest advances in education; of the most optimistic hopes for social reform. In the fol- lowing pages, therefore, we give some of the most arresting statements made by various speakers at the meetings of the British Association at Leicester. British Medical Association at Ex- eter. Congress of School Hygiene in Lon- don. International Housing Congress in London. With the proceedings of the Inter- national Congress against alcoholism, which has been meeting at Stock- holm, we hope to deal next week, as well with some of the most interest- ing discussions at the British Association.

Sir David Gill's Address

Sir David Gill's presidential address to the British association dealt with astronomy, the subject to which he devoted his life. "The ancient philosophers," said Sir David, "were confident in the adequacy of their intellectual powers alone to determine the laws of human thought and regulate the actions of their fellow men, and they did not hesitate to employ the same unsupported means for the regulation of the riddle of the universe. Every effort of philo- sophy was agreed that some object which they could see was a fixed ob- ject of the universe, and are being

A Traveler with Mark Twain

Long before the reporters swarmed over the side of the Minnetonka at quarantine in New York the other day to meet Mark Twain on his return from Europe, Mr. Clemens' fellow passengers had found out what some of the reporters learned for the first time, and that was that Mark Twain, except on occasions when he sets out to be humorous, is ordinarily a most serious person. He is no joker in the ordinary sense of life. At the same time the fellow passenger learned that when Mark Twain travels he is practically absent all there are in his company. He dominated the Minnetonka from the moment she set out until she arrived.

Of Mr. Clemens' fellow travel- ers was a western woman and being a person used to observing things and setting them down she prepared a re- cord of the various incidents which she saw, heard and observed. What she wrote it out for the New York Sun:—

Old England's Farewell

The Minnetonka had not been gone from her dock an hour when the private yacht of the Elder Brethren of the Trinity House, the ancient and ancient mediaeval organization which controls practically all the shipping coming and leaving the ports of Great Britain, drew alongside in the Thames with a special committee on board to say England's farewell to Mr. Clemens. The yacht kept along for several minutes and then they gave three rousing cheers for him. Then someone from the yacht called out:

"They will be making you president of the United States this."

New British Antarctic Expedition

London, Aug. 26.—Although Mr. E. H. Shackleton and several other mem- bers of the South Polar expedition party he has organized will not leave this country until the autumn, the ves- sel which is to carry the exploring party to their base of operations on King Edward VII. Land, and which is de- signed, moreover, to carry out impor- tant magnetic surveys in connection with the expedition, has already sailed from the Thames. A Newfoundland schooner of 227 tons, the "Discovery," as the vessel is called, is adapted to withstand great ice pressure and has an excellent record of work behind her. Since her arrival at the East-India company's docks at the Big East-India wharf, in the middle of June she has been com- pletely overhauled and put in a state of thorough repair. New quarters have been put in not only for the officers and scientific staff, but for the crew. The accommodation forward is now exceptionally good for a vessel of her class. Two new masts have been in- stalled, and having entered the Thames as a schooner she will leave as a motor vessel. With auxiliary en- gines of about 50 horse-power she can develop, under favorable conditions, a speed of seven knots.

In charge of the vessel will be Lieu- tenant Rupert England, R.N.R., who was second in command of the "Morn- ing" on both her voyages to the Ant- arctic seas in relief of the "Discovery" expedition. Others who will be on board during the outward voyage of the "Discovery" are Mr. Philip Brock, the biologist of the expedition, who has five years' experience as assistant to the ship's surgeon and zoologist, and Mr. A. F. Mackay, the junior sur- geon of the landing party, who will also engage in zoological work.

Four months have been allowed for the voyage to Lyttelton, New Zealand, where the vessel will be joined by the remaining members of the expedition. It is expected that the "Discovery" will leave for the Antarctic in the latter part of the month. Mr. Eric Marshall, the senior surgeon of the shore party and cartographer of the expedition; Lieutenant Adams, R.N.R., who will be in charge of the Meteorology; and Mr. Philip Brock, the biologist who has also had experience in survey work and field geology, and who will be in charge of the party on the Discovery expedition, and Mr. David, professor of geology at Sydney, who has arranged for the company the expedition south to King Edward VII. Land, and all told, the officers and staff and crew of the

of the universe, and the battle was fought as to what that centre was. The absence of facts, their arrange- ment, and the methods of exact meas- urement, did not daunt them, and the question furnished them a subject of dispute and fruitless occupation for 25 centuries.

Bradley's Meridian

"But astronomers now recognize that Bradley's meridian observations at Greenwich, made only 150 years ago, have contributed most to the ad- vancement of sidereal astronomy than all the speculations of preceding cen- turies. They also have learned the lesson that human knowledge in the measurement and actual changes in sidereal astronomy must be content to progress by the accumulating labors of successive generations of men; that a program of work must be measured for generations, yet to come more by the amount of honest, well directed and systematically discus- sed work, than by the amount of brilliant speculation; and that, in observation, concentrated systematic effort on a special thoughtfully selected problem will be more availing than the most brilliant but disconnected work. By these means we shall learn more and more of the wonders that surround us and recognize our limitations when the matter out of the sky, are but in- "Huggins' spectroscopic has shown that many nebulae are not stars at all, but vast patches of neb- ulous light in the sky, are but in- choate masses of luminous gas. Evi- dence upon evidence has accumulated to show that such nebulae consist of the material of which stars (i. e. suns) have been and are being

"I'll have to steal another cup before I will be eligible," he shouted before the kitten.

Then they gave three more cheers and sailed away, amid much waving of hats and handkerchiefs. The boat people then settled down to get ac- quainted with its distinguished pas- senger. They found him kindly, aff- able, an eager watcher of the ship's sports and especially fond of the children, a fondness which centred itself chiefly upon Dorothy Quick, the 11-year-old girl about whom the news- papers have printed so much.

"He is growing old gracefully," was the first comment of the passengers.

For several days Twain's famous white suit did not come forth, instead he wore a grey suit and white cravat, a thick ulster and a grey cap which barely covered his somewhat bushy grey hair and came well down to the eyebrows, which were getting white now. He kept with him much of the time he was on deck his mem- ber of the "Kitten in the Abbey" and affectionately. His gray hair was about the only sign of his years. His step was light and quick and had that he felt seven years younger than when he reached England five weeks before. It was the general opinion of the passengers that judging from his appearance, the bright young man in no hurry to "complete arrange- ments for his funeral."

Mr. Clemens was soon the centre of various groups. He was always will- ing to talk and the passengers drew him out constantly. His voice was low and his speech slow, but yet clear and he used no superfluous words. He was a good talker and in making ges- tures and he had the gift of portray-

Nimrod on the last stage of her long voyage will number about 34 persons.

On King Edward VII. Land winter quarters will be established for a party of 12 with provisions for a couple of months, and then return to the return to New Zealand, engaging, if time is time to do so before winter sets in, in a preliminary voyage of exploration to the coast of Alexander I. Land, which is the first of the westward from which direction King Edward VII. Land was approached first by Sir James Ross and four years later by the "Discovery" expedition. For some time around that patch of coast is abso- lutely unknown, and the landing party have before them an excellent field for exploring the Indian ocean, does not conceal the fact that the main object he has in view is to reach the south pole, and in apart from the magnetic observations to be made by the homeward voyage, which will be across the Pacific and Atlantic oceans; the expedition will be conducted in the Antarctic winter of 1908-9 can be made to make most interesting additions to geographical knowledge of the Arctic area.

In addition to two dozen dogs, the equipment of the landing party will include 12 Siberian ponies and one, if not two, motor cars. Away from the land the surface of Ross' great ice barrier—at the eastern end of which King Edward VII. Land is situated—was found by the Discovery expedition to be a perfectly level plain, and a motor car which is being presented to the expedition by the New Arol-John- ston company of Paisley has been spe- cially constructed to run at very low temperatures, and will be provided with sets of extra tires for the most varying soles; so there is at least a reasonable hope that the car will prove really useful and not merely a fanciful novelty. The expedition is also, although their employment will be quite an experiment, will be hoped, be found to possess several ad- vantages over the transport pur- poses, requiring much less food in proportion to their weight and pulling power. Every care has been taken to provide for the needs of the ponies and dogs. For the former there are being taken out 20 tons of maize and for the latter 1,000 pounds of specially prepared dog food. The transport for the human members of the party as well as the arrangements for the living but have also been the subject of the most careful attention, and in this respect the expedition will be one of the best equipped which has ever left these shores.

Not only southward in the direction

evolved. The different types of star spectra form such a complete and gradual sequence (from simple spec- trum resembling those of nebulae in- creasing through types of gradually in- creasing complexity (as to suggest that we have before us, written in the cryptograms of the evolution of suns from the inchoate nebulae on- wards to the most active sun (like our own), and then downward to the almost dead and invisible ball. The period during which human life has existed on our globe is probably too short—even if our first parents had been the work-to afford observa- tional proof of such cyclical changes in any particular star but the fact of such evolution, with the evidence be- fore us, can hardly be doubted.

Stars as Crucibles

"I most fully believe that when the modifications of terrestrial spectra under sufficiently varied conditions of temperature, pressure and environ- ment have been further studied, this conclusion will be greatly streng- thened. But in this study we must have regard also to the spectra of the stars themselves. The stars are the crucibles of the elements. They set matter under conditions of tem- perature and pressure and environ- ment the variety of which we cannot hope to emulate in our laboratories, and on a scale of magnitude, beside which the proportion of our greatest experiment is less than that of the cosmic astronomer has. The spectro- physicist and the chemist, thank the foundation of his science, but the time is coming—we almost see it now—when the astronomer will repay the

It was in describing his reception at Oxford that words seemed to catch him a bit, and his voice became more soft and full of deep feeling.

"The Kitten in the Abbey

One of the stories that he told was of his first visit to Westminster Abbey. He went there with Deshaun- sey and purposely went at night. They started about midnight on their tour of the beautiful structure, spending some three hours among the tombs and monuments, their lanterns flash- ing the faces and figures and throwing a dim, weird light over the many hidings.

"The birds were not one-millionth of that length. It can be scienti- fically described otherwise than as a piece of metal whose length at odg.

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Antarctic continent. It is this same section of the Antarctic regions, which, according to the latest information, will be the theatre of operations of a new Belgian expedition. For some time past M. Arctowski has been carrying on a propaganda in favor of the re- turn of an exploring enterprise to the south polar area. He himself was a member of the scientific staff of the expedition on board the Belgica in 1897-8. The cost of his expedition, it is estimated, will be about 500,000 francs and regional committees have been established all over Belgium with the ob- ject of gaining public support for the return of the expedition. The Belgian expedition, can start before the summer of next year, and it would not be surprising if their departure should be delayed till 1909.

Prisoners' Strange Pets

A curious and pathetic, albeit not so uncommon, feature of prison life was touched upon the other day when a magistrate that he had been presented by the warden from bringing out of prison with him a rat that he had tamed. The prisoner, however, had him- self in the habit of making pets of the four footed creatures that haunt their prisons. Big Bill Johnson, in his day a notorious south London character, trained chicks in Pentonville, and trained them so cleverly that on his release he was able to earn money by exhibiting them.

Sparrows, blackbirds, spiders and even flies have all been made pets of convicts, and not long ago a sad story was told of a prisoner who was how a Portland "lifter" named Per- kins had suffered keenly because of the confiscation of the field mouse he had tamed. The prisoner, however, had no- where to set his pet, and he was dis- tressed to find that the warden had ordered the double dyed poisoner, kept a guinea pig with him in Glasgow jail and shed tears at parting with it.

Few criminals, however, have pos- sessed such power over animals as did the Spaniard Guervara, who was ex- ecuted some years back in Newgate for the murder of a woman. He was a very cunning man, and he had a supply of land and water in the south polar area. This time he hopes to link up the patches of coast that have been sighted between Graham Land and King Edward VII. Land, and in addition will undertake sledging expedi- tions into the interior of the supposed

debts by wide-reaching contributions to the very fundamentals of chemical science. By patient, long-continued labor in the minute sifting of nu- merical results the grand discovery has been made that a great part of space, so far as we have visible knowledge of it, is occupied by two majestic streams of stars traveling in opposite directions.

The Ignorance of Science

"Accurate and minute measurement has given us some certain knowledge as to the distances of the stars with- out a certain limited portion of space, and in the cryptograms of their spectra has been deciphered the amazing truth that the stars of both streams are alike in design, alike in chemical constitution, and alike in process of development. But whence have come the two vast streams of matter out of which have been evolved these stars that now move through space in such majestic procession? The hundreds of millions of stars that comprise these streams, are they the sole possible occupants of space? How- ever vast may be the system to which they belong, that system itself may be a speck in illimitable space; may it not be one of millions of such sys- tems that we are unable to see? How do we not know? Canst thou by search- ing find out God? Canst thou find out the Almighty unto perfection?"

Among other interesting statements by Sir David Gill were these:—

"The metre is not one-millionth of that length. It can be scienti- fically described otherwise than as a piece of metal whose length at odg.

gave the Minnetoka's side a hard scraping. The ship dragged along. The collision was quite a shaking up and the order for all hands to come on deck was obeyed instantly, both boats, however, remained where whatever came to hand in the first excitement. The life-boats were swung out and completely manned for the emergency. A few minutes later had visions of bobbing about in the fog in these small boats until picked up by some passing vessel. Every one seemed self-possessed and only one or two women showed signs of hysteria.

Mr. Clemens was one of the first on deck, clad in a bathrobe, slippers and cap. He manifested great inter- est in what was going on, but was entirely calm and apparently not dis- turbed in the least. As soon as pos- sible the captain hurried forward and assured Mr. Clemens that we were all right.

"I know we are all right," returned Mr. Clemens, "but how about the ship?"

"We will do our best to find out," replied Captain Layland, and then the Minnetoka swung about in search for the schooner. We cruised about a long time sounding the whistle, but no trace of the boat was found and we were obliged to abandon the search. A piece of iron plate, and some of the wood as she was on the side of the Minnetoka, and that was all we knew of her, all hands hoping that no serious harm had come to her.

Mr. Job was the only one of the traveling companion, drew out a series of testimonials to the captain and crew, which were signed by every passenger on board, expressing "deep gratitude for an appreciation of the unceasing care" which they exercised.

probable conjecture that the expres- sion refers to the stellar region which includes the Southern Cross. How wild the writer of the Book of Job stellar stellation is that at the time he wrote, probably 750 B. C., the Southern Cross would be visible in the latitude of Judea, low down on the northern horizon. It is not long since to travel some twelve degrees of latitude further south. Dante, who was born 2,000 years after the Book of Job was written, could never have seen the Southern Cross, yet he de- scribes it as "four stars ne'er seen before save by our first parents." It might seem that some vague tradition of a striking group of stars in the Europe had been handed down from ancient days. At all events the con- stellation was once visible in Europe, and its disappearance illustrates the nature of the slow changes which astronomers with modern in- struments are endeavoring to regis- ter with their telescopes. This particular phenomenon is due to ter- restrial changes which alter our point of view, but every star in the heavens is continuously changing its own position in space as well as its apparent relation to other stars as viewed from our moving platform. The sun, with all its retinue of planets, is moving towards a star in Hercules at the rate of about twelve miles per second, hence there is continual alteration in the apparent relations of the stars to one another as seen from our point of view. But besides this apparent motion there are real changes due to the proper motion of each star upon its orbit as vast as that followed by the whole solar system. To disentangle these motions, to discover how much is proper motion, how much apparent motion due to our change of place, and how much mere systematic error in our instruments, is the task upon which astronomers are so busily en- gaged. It is a task of enormous difficulty, since we cannot independ- ently verify any of the data. We have to measure each by a standard which is itself unknown and which has unknowable value, to judge the sun's motion from the displacement of the stars, and to discover their dis- placement by the conjectural value we have assigned to the motion of the sun.

Sir David Gill furnishes an interest- ing illustration of the slow advance of slow astronomical change. He quotes the Book of Job where it couples the chambers of the south- ern stars, the Arcturus, Orion, and the Pleiades, and cites Schiaparelli's highly

"In 1931 Eros will approach the earth within one-sixth part of the sun's mean distance, and the faint will rest with astronomers of that day if they do not succeed in determin- ing the solar parallax within one ten-thousandth part of its amount. Now, is the time for preparation. We ought to construct telescopes specially de- signed for the work. These telescopes should be applied to the charting of the stars near the path which Eros will describe at its opposition in 1931. A congress of astronomers should as- semble in 1908 to consider what steps should be taken with reference to the imposition of Eros in 1931."

Value of Star-Catalogues

"The value of a star-catalogue of precision for present purposes of re- search varies as the square of its age and the square of its accu- racy. We cannot alter the epoch of our observation, but we can increase their value fourfold by doubling their accuracy. Hence it is that many of the greater astronomers have devoted their lives chiefly to the determina- tion of meridian observations of high precision, holding the view that to advance such precision is the most valuable service to science they could undertake, and comforted in their ar- dour and laborious work only by the consciousness that they are pre- paring a solid foundation on which future astronomers may safely raise the superstructure of sound knowl- edge of their own in space. This at once creates a new difficulty—viz., that of defining an absolute lo- cus in space. The human kind has exhaust itself in the effort, but it can never solve the problem. We can imagine, for example, the position of the sun at any moment to be defined with reference to any number of sur- rounding stars, but by no effort of imagination can we devise means of defining the absolute position of a body in space without reference to surrounding material objects. If, therefore, the referring objects have unknown motions of their own, the rig- or of the definition is lost."

A Century Hence

"It now seems almost certain that the true value of the sun's velocity lies between 18 and 20 kilometres per second; or, if we adopt the mean value, 18 kilometres per second; this would correspond exactly with a pres- ured motion of the sun through space equal to four-times the distance of the sun from the earth. Thus the sun's yearly motion being four times the sun's distance, the parallax motion of stars in which this motion is un- derestimated must be four times their parallax."

As the result of the Congress of Astronomers, held in Paris in 1887, some sixteen of the principal obser- vatories of the world are engaged, as is well known, in the laborious task, not only of photographing the heavens, but of measuring these pho- tographs and publishing the relative positions of the stars, the plates down to the eleventh magnitude. century hence this great work will have to be repeated, and then, if we of the present day have done our duty thoroughly, our successors will have the data for an infinitely more com- plete and thorough discussion of the motions of the sidereal system than any that can be attempted today."

expressed the wish that we might learn of her fate.

After that a discussion arose on the ship as to whether the humorous things which were said, derived their humor mostly from the manner in which they were said. Discussion waxed warm on it and it was decided finally that if some one could be found who would bear the same sort of things in the same way, day in and day out, without effort, perhaps it would be as humorous as Mark Twain, and that was the end of it.

His Best Walking Tour

Mr. Clemens was the life of the ship's concert and he told a story. He said:

"I remember once that I started on an extended walking tour in the Black Forest. My companion was a clergy- man of reckless disposition who was not over-zealous of what kind of company he kept. Our first stay was by pedometers, for we wanted to tell our literary friends at home just how far we walked. Our next step was to secure railroad tickets, and had a good excuse because, you see, we had a lot of ground to cover that day and it was a matter of judgment that I decided to do that part of our walking tour by rail. It was strange, but some way we never did find it possible to get along without railroad travel for the rest of the trip. It was the best walking tour I ever had."

Mr. Clemens wore his white serge suit that evening for the first time on the ship and the passengers felt more of their curiosity satisfied. The degrees of Master Goodship were conferred upon him then and there and the passengers left the ship with regret at saying good-bye to him.

Astronomy and the Stellar Universe

can make his audience partially re- alize by suitable illustrations and analogies the vastness of space and so can confidently put forth speculations which astronomers know to be con- jectural, the science affords forcibly a picture of the vastness of the astronomical labors to which we are alluded are apt to prove too burden- some for the popular imagination, and adds to our aching embarrass- ment. We ask, "Whence? Whither?" and with all our curiosity there is no answer.

The difficulties of electroplating with cadmium have been recently over- come, thus opening up an important use for the metal, which is now obtainable at a moderate price. The best results have been obtained from specially pre- pared cadmium carbonate, carefully purified, although the commercial salt has proven fairly satisfactory. The cadmium carbonate is dissolved in a solution of potassium cyanide, forming a clear, bright yellow plating bath, and a cadmium plate is used for the anode. A perfect bath is made of either a hot or cold bath, a tempera- ture of about 135 degrees F. being preferred. The coating, though soft, is harder than silver and all pur- poses. The surface, which takes a very high polish, is not readily tar- nished by sulphureted hydrogen or other vapors.

the collision, however, gave rise to the most exciting and sustained argu- ments on the voyage.

Doesn't Wear Pajamas

Almost as soon as the news was made known that the danger was over and gay bathing robes, but no Mark Twain was clad in pink pajamas. Another report was that they were blue and another was that while Mr. Clemens was in bed he was yellow. The men passengers became much interested, while the excitement was strong among the women as they hurried about to catch a glimpse of the costume. Settee cushions could get aloft Mark Twain had dis- appeared, like the schooner. There was plenty of other colored pajamas there and gay bathing robes, but no Mark Twain in pink pajamas. There re- mained a few persons who insisted that they had seen him with their own eyes and he'd wear pink pajamas.

One man felt like asking Mr. Clemens himself so delicate a matter and so the question was submitted to Mr. Ashcroft.

"I am sorry to disappoint you," he said, "but as a matter of fact, Mr. Clemens doesn't wear pajamas at all, but a night shirt, a sort of double-barrelled nightshirt, a cotton one with a flannel one over it and it was this double garment that was seen at the time of the collision and over it he slipped his bathrobe. His cap and slippers completed his costume. His bathrobe is a yellowish affair, but it isn't pink and it isn't blue, and it isn't pajamas."

Soon after breakfast that morning Mr. Clemens appeared in the familiar gray suit and expressed concern about the missing schooner and frequently

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NEPTUNE WAS BUSY ON THE AORANGI

Merry Time On Board Canadian-Australian Liner Crossing the Line

MANY HAD SUDDEN BATH ABOARD

Canadian-Australian Liner Brings Many Passengers from Ports of Antipodes. (From Saturday's Daily).

Neptune, with all state and pomp of circumstance attending his rule of the sea, held court on board the R. M. S. Aorangi, of the Canadian line, which reached port yesterday morning from Sydney, Brisbane, Fanning Island and Honolulu, bringing 212 passengers and a heavy freight, including sugar, oil, fruit, frozen mutton, wine, hardware and general merchandise.

Among the passengers were Marie Hall, the noted violinist and Lonie Basche, a pianist, accompanying her, who have been given a series of concerts in Australia and New Zealand.

Not alone did Father Neptune make merry during the voyage. There were lathered with several liches of foaming lather, and when this operation was finished they were suddenly tilted into a bath arranged in the drooping folds of a large sail that made an embryo tank. One passenger took to the rigging and it took some time to get him down.

Chief Officer Mason, when Neptune's sailors seized him, struggled manfully, and fought so hard that his square jaw could not be lathered, but he was pitched headlong into the water, uniform and all.

Dr. L. E. Cofer, superintendent of quarantine and health departments at Honolulu, who arrived by the steamer, was much interested in the reports of the presence of plague at San Francisco. He said the situation at Honolulu when he left was much better than it had been with regard to plague.

The Aorangi experienced the weather from Sydney to Honolulu. There was to port fresh and strong head winds with rough seas increasing latterly, which equally conditions prevailed for the last few days.

The passengers for Victoria were: Miss B. Annis, Mr. W. E. Kimball, Mr. J. Field, Mr. J. F. Fisher, Miss A. Carroll, Miss C. Carroll, Mr. C. Carroll, Dr. and Mrs. Ross Fraser and five children, Miss Oupam, Mrs. J. Robertson and three children, Mrs. J. Sydes and infant, Mrs. H. Sydes, Miss G. Churchill, Mr. and Mrs. W. Paul, Mrs. Meyer, Mrs. E. C. Turner, Miss G. Bushy, Mrs. Marrierson, Misses Marrierson, Mr. A. Croker, Mrs. Lamprell and three children, Mrs. Lane and child, Mr. T. Neilson, Miss Neilson, Mr. Hallahan, M. E. Mackensal, Mr. E. Ring, Mr. J. T. Walker, Mrs. W. Rasmussen and two children, Mr. J. J. Turey, Mrs. M. Nair and six children, Mr. and Mrs. T. Kay, Mr. P. Byrne, Mr. G. McNeely, Mr. and Mrs. P. Baner, Mrs. J. Coakley and three children, Mrs. E. O. Hall, Mr. J. Ziss, Mr. S. Wiklund, Mrs. Marrierson, Mrs. O'Neill and infant, Mrs. E. Erskine, Mr. and Mrs. O'Leary and child, Mr. T. French, Mrs. T. Walwyn, Mr. S. Brentell, Mr. S. Reed, Mr. L. Slavich,

STEAM YACHT FOR GOVERNOR

Fine Shelter Deck Vessel Will Be Built by Shipbuilders on Clyde

MAY BE TURBINE STEAMER

Will Be 215 Feet in Length and 35 Feet Beam—Will Be Finest On Coast.

(From Friday's Daily). A steam yacht, which will be the finest on the north Pacific, probably equipped with turbines, is to be built for Lieutenant-governor James Duns-muir, on the Clyde. A contract has been given to a firm of shipbuilders on the Clyde for the construction of the lieutenant-governor's new yacht intended to replace the last steamer Thistle, which was burned at sea in Queen Charlotte sound a few months ago, when returning from Gardner inlet with his honor and a party who had been on a bear-shooting expedition on board.

GOES GOLD HUNTING

Tug Pilot Takes Prospectors to Locate Mines on Klaskan Inlet

Tug Pilot recently returned from Klaskan inlet to which place B. J. Perry and others were taken to locate some gold prospects recently located at that point. The prospects, which were found some time ago by a man named Ferguson who went from Quatsino in a sloop, are said to be rich.

IMPROVEMENTS AT THE OUTER WHARF

Big Warehouse to Be Built to Adjoin Shed on the New Wharf

Owing to the increasing trade of the port, R. F. Rithet & Co. have decided to increase the warehouse accommodation at the outer dock. A contract has been given to William Lang, contractor, for the building of a large freight shed, which will be situated on the new dock. Work will be commenced at once. The new warehouse will cover the large space now vacant between the end of the new wharf, being practically a continuation of the present warehouse. It will have a greater width, however, than the big square, and will be practically square, 81 feet by 81 feet.

PONDO FOR ANTIPODES

Canadian New Zealand Steamer Sailed Yesterday for South Seas

The steamer Pondo, of the Canadian-New Zealand line, sailed yesterday from the outer dock for Honolulu, Suva and New Zealand and Australian ports, carrying a full cargo of general freight. Owing to the accident to the Buceaur, which has been delayed for repairs at Auckland on account of her recent stranding when entering the harbor at Suva, Fiji Islands, there will be a break in the Canadian-New Zealand line service from the Antipodes. It has been found necessary to repair the Buceaur for permanent repairs at Auckland. The damage done to the steamer was mostly in the fore-hold, and 1600 tons of cargo had to be discharged. Following the floating of the vessel 250 was raised for towage into Suva harbor for temporary repairs.

SCHOOL BOARD WILL NOT ADMIT CHINESE

Oriental Must Know Enough English to Get Along Before Entering Classes

(From Saturday's Daily). The school board will stand firm in its resolution to exclude Chinese unable to take the ordinary courses of study from the schools. No persons will be permitted to attend the city schools unless they are conversant enough of English to be amenable to school discipline and to permit of their taking the ordinary courses of study.

Such was the resolution adopted at a special meeting of the school board called yesterday afternoon to receive the report of the chairman, George Jay, with regard to his interview with Premier McBride and the members of the provincial government. As previously announced in the Colonist, Mr. Jay was delegated to take up with the government the crisis which has been brought about by the influx of Chinese who, by attending the schools for twelve months, obtain a rebate of their \$500 head tax.

The acting minister of education, Hon. B. G. Trow, subsequently to the interview wrote informing the board that the matter would be brought to the attention of the Dominion government and the opinion expressed to them that these Chinese boys were not students under the Chinese exclusion act.

LAYING DOUBLE TRACK FOR CANADIAN PACIFIC

Work Between Winnipeg and Fort William Making Progress

LARGER PART DONE THIS FALL

Company Will be in Position to Handle Prairie Crop With Greater Facility.

(From Friday's Daily). Winnipeg, Aug. 30.—G. J. Bury, general manager of the western lines of the Canadian Pacific railway, left last night for the east, and will go as far as Fort William, for the purpose of inspecting the double track laying along the route between here and the lake cities. The work of construction is being carried on both east and west from the terminal points between here and the lakes.

By the close of the season it is expected that 250 miles of the double track will be laid and ready for service, when the work of moving the wheat crop eastward will be much facilitated. With the additional equipment which is called into service, the company will be capable of handling the traffic with greater ease than during any previous season. The distance between Fort William and Winnipeg by way of the C. P. R. is 438 miles, and with the work already completed, and that which will be done this fall, more than half the distance will be thoroughly covered.

MANITOBA MEMBER IS VISITOR IN CITY

W. D. Staples Who Represents MacDonald, Here on a Pleasure Trip

Among the visitors to Victoria at the present time is W. D. Staples, M. P., one of the leading Conservatives of Manitoba, who is registered at the King Edward hotel. Mr. Staples represents the constituency of Macdonald, in the riding created by the government at Ottawa, just previous to the last Dominion election.

TEES RETURNS FROM WEST COAST PORTS

Brought Body of Valencia Victim—Men Overboard at Cloose

(From Friday's Daily). The steamer Tees, Capt. Townsend, which reached port yesterday from Cape Scott, Quatsino and way ports of the west coast of Vancouver island, brought the remains of one of the victims of the wrecked steamer Valencia which drove ashore near Pachena point on Jan. 22 of last year, causing the loss of 140 lives. Abraham Hand-grig, who body was exhumed at Pachena, was buried at the pier being recovered from the sea by Constable Kvarno, was one of a small party which boarded a raft, from which he was, however, washed.

RAN ASHORE

While towing a barge of coal from the Dunsmuir mines in British Columbia to Seattle for the steamer Minn-ota, the tug Pilot ran ashore at Lighthouse Point on Wednesday morning and stove a small hole in her star-board bow, says the "News-Advertiser." The mishap occurred in the dense fog as the Pilot attempted to run along side the barge. Rapid tide currents carried the tug ashore before she could reach the water. After several attempts the tug pulled off and proceeded to Seattle with her tow.

OAK BAY COUNCIL MAY BUY CITY PROPERTY

Municipal Building May Be Erected on Land Adjoining Old Men's Home

(From Saturday's Daily). The Oak Bay council is desirous of purchasing from the city one or two acres from the city's property on which is located the Old Men's Home, on Cadboro Bay road. Mayor Morley stated in the special meeting of the city council held last night that Reeve Oliver, of the Oak Bay municipality, had waited upon him yesterday to ascertain if the civic authorities would be willing to dispose of a certain portion of the holdings to be used by the municipality for the purpose of the erection of a municipal building.

SNAP OF THE SEASON

PLUMS In endless variety. 15c BASKET

FOR THE SHOOTING SEASON

Pork and Beans - 5c a Tin

W. O. WALLACE

FAMILY CASH GROCER

THE TEES CARRIED MR. LINDEMAN

The Iron Expert Sent to the West Coast to Make Investigations of the Conditions of the Hoppers Across the Sound

FROM ESTEVAN POINT

Steamer Maude Returns After Landing Building Material

The steamer Maude, Capt. Anler-son, of the British Columbia Salvage company, now under time charter to the marine department, returned yesterday from a trip to Estevan Point with lumber and supplies for the construction of the wireless telegraph and fog alarm station being established there. A scow used for taking the shore was brought back, and a horse which was found unsatisfactory for the railroad work was returned, another horse being taken to replace the animal. The railroad extending from near the Hole-in-the-Wall to Estevan Point is completed and carried in the material already completed, and wireless stations are hauled over this. It is difficult to unload the building material, the lumber being rafted ashore and other freight boated and taken on scows.

The Maude has made a fast trip. She left here on Wednesday of last week, and in two days of heavy weather, during which nothing could be done. This is her third trip within a month with a cargo of material for the wireless telegraph station. She will load further supplies for Estevan Point and will also take coal to the island coast lights.

SEVERE SENTENCE ON ITALIAN FOR USING KNIFE

Vancouver, B.C., Aug. 29.—Two years in the penitentiary was the rather heavy sentence given by Judge Grant yesterday afternoon to J. Simonette, an Italian convicted of stabbing a Norwegian named Harry Hagen, in a row at the Queen's hotel on Westminster avenue about three weeks ago. Hagen and three Italians had been drinking at the bar of the Queen's hotel, and a quarrel had arisen. They came to high words and in the heat of the argument one of the Italians, Simonette, pulled out a tobacco-stained knife and gashed Hagen in the hip, causing him to bleed profusely.

VISIT QUILCHENA SECTION

Nicola, B. C., Aug. 29.—T. J. Smith, of Vancouver, and G. L. Orme, of Diamond Vale Coal company, stopped off here recently and after a visit to the operations at Diamond Vale, proceeded to Quilchena where they will look over property there in which they are interested and investigate as to its capabilities for fruit culture. So far they are thoroughly satisfied that the land and situation are entirely suitable and it is the intention to plant a number of trees and exploit the property. Mr. Smith has had considerable experience with fruit culture, and for the past few years has been enthusiastic on Nicola valley as a fruit district, and in his opinion superior to the Okanagan.

THE HOUSE OF QUALITY

School Watches: School Days will soon be Again Commencing

There are few more pleasing events in the life of the average school boy or girl than the arrival of the first watch—a real watch that keeps good time. The cost of such a watch is no longer the serious barrier it once was. We can now give you something real choice in sterling silver, gunmetal or nickel silver from \$2.50 to \$10.00.

THE J. M. WHITNEY CO.

Diamond Merchants, Jewelers and Silversmiths. 39 GOVERNMENT STREET. VICTORIA, B. C.

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THERE ISN'T A MEDICAL MAN OR A FOOD SPECIALIST IN AMERICA BUT WILL SAY THAT

"SALADA" TEAS

ARE THE PUREST, MOST HEALTHFULL AND MOST DELICIOUS OF ALL

Sold only in Lead Packets

Your Overcoat

Having Overcoat thought these days, sir? Most men are. If you find it difficult to determine just what sort of overcoat will please you best, we'll take pleasure in giving you the benefit of our knowledge. We understand the Overcoat question thoroughly. "Fit-Reform" tailors produce the best Overcoats known to the trade. We believe we can show you just the Overcoat you would like to own, at a price you'll willingly pay.

ALLEN & CO.

Fit-Reform Wardrobe 73 Government St., Victoria, B.C.

Hazelton and Bulkley Valley

Prospectors and intending settlers can be fully equipped at R. S. Sargent's General Store at Hazelton. All prospectors' groceries packed in cotton sacks. Small pack train in connection with business.

R. S. Sargent, - Hazelton, B. C.

Fourteen years in Business at Hazelton

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THE SPROTT-SHAW BUSINESS UNIVERSITY

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Kill them all. No dead flies lying about when used as directed.

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Treasure Hunt—Search for Gold at Rainier's Hoard

P. T. McGrath, in New York Tribune.

There is no phase of modern sea-faring more fascinating than the quest for buried hoards of wealth in the ocean's depths or indeed on lonely seaboards. Alluring, secreted, is the new temptation to the derring-do visionary, who dreams of enriching himself at single stroke, while fact and fiction alike pay tribute to this of the most thrilling incidents in countless narratives of past and present days.

How romantic are the stories of treasure hunts in mysterious islands, remote seas, and many a wild dreamer is comprehended in the endeavor constantly being made to locate this or that hoard. Ancient legends of the hidden hoards of precious stones and mined metal, which are the lode-stones that attract so many searchers, are worth hundreds of millions of dollars, if existing at all, while the more numerous, these more or less mythical Eldorado, are worth only a few hundred thousand dollars.

Some of the buried reefs has a well-established historical existence, as in the fact that the Romans, in the good days of old, by cutting their way through the bosom of the Tiber, to appease the god which they believed dwelt there, must have littered its bed with gold and silver. The ancient Egyptian, King Alfred's crown, many Norman jewels, and numerous other valuables were lost by King John in crossing the wash. Ancient legends of the hidden hoards of gold and silver, which even now efforts are being made to get at them. Equally certain is the fact that the Spanish Armada, which sailed from the west coast of Scotland, in the event of 1588, with an estimated value of fifteen million dollars. The Spanish galleons scuttled in Vigo Bay in 1702, to avoid capture by the British, were laden with gold and silver. Ancient legends, the harvest of four years' looting in Mexico, which is estimated at one hundred and forty million dollars.

Sacred Hoards in the Tropics. Tradition tells of the ancient Peruvian, a substratum of truth, are the accounts of treasure hiding by the Chibchas, Aztecs, and Incas. The former, a race of the ancient Peruvians, lived on a mountain range inland from Bogota, where they worshipped a deity whose home was in the bottom of the lake of Guatavita, and it is estimated that their wealth, amounting to the estimates of Humboldt, the famous traveler, and others who investigated the same, was worth one hundred million dollars. The long-lost golden store of the Incas, supposed to exceed thirty million dollars, secreted on the coast of Peru, is also a subject of much interest.

While Thompson was thus engaged in a Peruvian gulf, he sent a dispatch to the brig and shot the crew, but he hid in a cave and escaped, being taken off the island later by a passing vessel which supposed him to be a shipwrecked mariner. Five years later, being without facilities for recovering the treasure himself, he disclosed the facts to one Keating, mate of the Newfoundland barque Albatross, which was bound for Liverpool to St. Johns. At the latter place he took ill and, escaping from Keating's home while light headed, perished in a snow drift. Having his treasure and selected from jewelry worth some thirteen thousand dollars, Keating had in his custody. He intended the latter that he had failed in his quest.

In 1848, after having returned to St. Johns, he induced Johnstone, a merchant there, whose firm still survives, to equip the schooner *Gauntlet* and send him on a second voyage; in which he always claimed that he and the captain unearthed the hoard a second time, filled a sack with diamonds and gems, and put off with them in their boat, when a squall overturned it, the captain and the crew were lost, and Keating had to return once more with only a few gems he had put in his pocket as they worked. He could never raise means for a third essay; but in 1881 he and a shipmaster named Hackett were planning a voyage to Havana, and Keating died shortly after hearing the news. Hackett's brother and Keating's widow tried the venture a few years later, but without result; and during recent years sealers from Japan, beachcombers from the South Seas, Admiral Palliser in the British warship *Impresso*, and others, have been engaged in the same wild goose chase.

But except for Keating, no man has ever claimed to have brought away from Cocos Island anything but disappointment. Howard Grey, an Irish gentleman, with the yacht "Rosemarie," recently spent two years there, with a force of men hired in Panama exploring likely spots, but without result. Lord Fitzwilliam, in 1890, went on England in the steamer *Veronique*, and tried to do so, but only succeeded in damaging himself and several of his associates by a premature explosion of dynamite. Both expeditions abandoned, the latter men returned without a failure. His ventures, which included a search for a sword, pistols, flags, candlesticks, and many other articles, proving unprofitable, he returned to his home in London, where he will soon find the rest of her hull.

Operations are being directed by Captain Griffith, Barin, one of the most noted marine salvage experts in Britain, a man who has the record of re-floating one hundred and thirty vessels without a failure. His ventures, which included a search for a sword, pistols, flags, candlesticks, and many other articles, proving unprofitable, he returned to his home in London, where he will soon find the rest of her hull.

Signor Pino, whose marvelous invention, the hydroscope, enables him to view the bottom of the sea as a telescope allows one to observe that, has contrived a colossal specimen of this instrument, and is now engaged with a Spanish syndicate in probing Vigo Bay for the fleet of galleons sunk there in 1702. The facts as to this hoard are not clear, but are indisputable, and fully a score of treasure seeking expeditions, with all sorts of wonderful salvage apparatus in view, are being undertaken for a century. Whether Pino will have better fortune, time alone can tell, but the great difficulty, in these cases is that the bottom of the sea shifts up rapidly, and even vessels of the size of these treasure ships are in due course buried beneath the ooze. And so it happens that in a large bay it is extremely difficult to locate the particular spots where they are concealed.

Similar fruitless attempts have been made to locate the wreck of the British war craft *Black Prince*, sunk by Russian gun fire at Sebastopol, with a cargo of more than three million dollars in gold and valuables, or the hull of India merchantman *Grosvener*, which went down off St. John's, Love Colony, with five millions of specie in her hold, while the same disappointment has met the searchers for one hundred and fifty million dollars of pirate loot hidden on the coast of Mauritius Island, in the Indian ocean, the spoil of countless fine vessels plundered there in the palmy days when British and French struggled for mastery of the Carnatic, and every adventurer enriched himself with the spoils of kings and rajas. But thus far none of the secreted hoards in Mauritius has been brought to light, and the searchers are almost constantly at work.

A Voyage of Mystery. In August, 1906, the ketch *Catherine* left the Isle of Man for a mystery port in the Caribbean sea, an island reported to contain a pirate hoard of estimated value of six million dollars. The vessel, which was captained by an old sailor, while on his death bed nearly thirty years ago, to a ship's doctor named Davison, the sailor averred that he was made prisoner in 1808 by Latrobe, a notorious French pirate, and to escape death joined the buccaners, who, being chased by an American warship, landed on this island and buried the loot. After putting to sea again they were overcome by the warship, and all were killed except this sailor, Davison, whom he informed regarding an expedition in 1887, and found the island and the place where the treasure was said to be buried, without success. He has since been working through a bed of shells which had been placed over the hoard an extensive quicksand was discovered below the hoard, and the quest was temporarily abandoned. In 1895 one Healy tried to locate the treasure, but failed, and now the present venture is being undertaken by a man named Small, who has a telescope allows one to observe that, has contrived a colossal specimen of this instrument, and is now engaged with a Spanish syndicate in probing Vigo Bay for the fleet of galleons sunk there in 1702. The facts as to this hoard are not clear, but are indisputable, and fully a score of treasure seeking expeditions, with all sorts of wonderful salvage apparatus in view, are being undertaken for a century. Whether Pino will have better fortune, time alone can tell, but the great difficulty, in these cases is that the bottom of the sea shifts up rapidly, and even vessels of the size of these treasure ships are in due course buried beneath the ooze. And so it happens that in a large bay it is extremely difficult to locate the particular spots where they are concealed.

Spanish Halls a ceaseless procession of richly freighted galleons passed from the gold and silver mines within the territories of the Incas, and several other instances are known where early gold seekers have been quite as fortunate. But on the other hand these conjectural hoards are held up as regarded with much suspicion, both as to their number and value, because it is doubtful if the pirate crews would permit their plunder to be so exposed, and also because it would be no easy task to bury millions in gold and gems so that it might be reasonably safe. The popular idea is that a million in gold can be packed in a small cask or box; that a casket of gems to be borne in the hand may hold a fortune's ransom, and that chalice, goblets, crucifixes and other valuable articles can be stowed into a small space. No impression can be more erroneous. Gems, it is true, are very valuable, though of small size, if they rank as first stones; but it is taxing credulity too much to claim that all the loot of the pirates' lairs was of this description. Plats for gold, millions of dollars in coin or bars would weigh more than two tons, and it would require a strong man, indeed, to carry as much as twenty or thirty thousand dollars in gold.

Hence, great hoards, if found, will likely prove less rich than report represents them, while it is a significant fact that in later years nobody has ever been known to come upon one, despite the most elaborate preparations that have been made and thorough searches in every region reported to contain such treasure. The similarity in all the stories respecting such supposed stories of wealth awakens suspicions as to their genuineness, while in an isolated case one man might escape who possessed a knowledge of the treasure, yet to suppose that in every case such occurred is preposterous.

With regard to the treasure at the bottom of the sea, sent there by storms and tempests, and never since recovered, it is undeniable that it exists in immense quantity in all parts of the world's great waterways. During the generations when Spain ruled the west there must have been treasure almost incalculable carried to the bottom and much of it went to the bottom in the myriad storms which swept the seas during that period. The traditions that are handed down in the legends are fringed with the hulls of sunken treasure ships, and doubtless in some future age when the navigation of the seas has been made more perfect, much of this will be recovered, but it is unlikely that any great quantity will ever be regained before that period.

They were pitched by the receding tide right on top of the bar, and in spite of all their efforts had to wait for the morning tide before they could get away. In addition to these trade disabilities goods intended for export have to make the journey on the back of some animal. Mules and donkeys are largely used, and for the longer journeys caravans of camels.

Eight Million Moors There. The number of Moors in Morocco is estimated at about 8,000,000. They are a great majority live in villages scattered over the country and engage in agricultural pursuits. The towns are few in number, Tangier being the largest, with a population of 40,000. The people are divided into a number of tribes, the head of each of which is responsible to the sultan. The towns are governed by Bashas, who again recognize as higher authority the sultan alone. European residents in Morocco are responsible to the embassies of their respective governments. The sultan maintains one standing army, which for some years has been under the command of a Scotchman, Kaid Sir Harry Macleod, and his army is very much in the hands of the Moors. Generally the pay of the army is very much in arrears, and often the soldiers have to resort to pillage for the means to live. In addition the Bashas of a town maintain his own force to discipline the town.

Late one evening in trying to get out they were pitched by the receding tide right on top of the bar, and in spite of all their efforts had to wait for the morning tide before they could get away. In addition to these trade disabilities goods intended for export have to make the journey on the back of some animal. Mules and donkeys are largely used, and for the longer journeys caravans of camels.

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The Moors of Morocco Regard Christians With an Unmixed Hatred

For centuries past there has been more or less connection between Morocco and Europe. Just now attention is being directed thither by the unrest at present prevailing. A few notes based on information picked up by the writer when in Morocco during the early part of last year may be appropos.

Morocco is today a French province, dependent power, while France is held to have the predominating European interest. At one time the situation was very much the other way. The Moor occupied and controlled a large town of Spain and left many marks of his stay, the most famous of them the Alhambra, for which Granada will always be remembered. The sun, however, of the Moors from Spain various European countries occupied coast towns here and there, but their hold was never firm, and they never penetrated inland. Tangier was at one time an English possession, having come to England in Charles II's reign as part of the marriage portion of his consort, and after the death of the King of Portugal, and Tangier was then in Portuguese hands. The English occupation was not of long duration, but there are still the remains of a great constructed by the English garrison.

Independent Mohammedan Power. During recent times Morocco has been an independent Mohammedan

power under a Sultan with a seat at Fez. Several of the coast towns contain numbers of Europeans, who are there mainly for purposes of trade. In Tangier the population is quite large, but outnumbered by the Europeans. In other coast towns the numbers are comparatively small. In Fez and Morocco city there are embassies of the European governments. The articles traded in are skins, for which Morocco has long been justly famed; cereals and other agricultural products. The latter looks to Morocco for a large portion of its fresh meat supply. In return Morocco takes various manufactured goods, cotton goods, candles and curiosities for sale to tourists. At present trade is carried on under difficulties. There is not a single harbor on the coast, and all cargo has to be transferred by means of lighters. Most of the coast towns are very difficult of access; the surf rises very quickly and may not go down for days. A boat may have part of its cargo discharged when the surf rises up and either must wait a considerable time or go off with its work unfinished. As an instance I was told of a party of French officers who landed at a place, intending to stay two or three hours. The surf, however, rose up suddenly, and it was impossible for them to get away till they had waited eleven days. I had a description from such a sufferer who scribbled on the bar at the same front.

Three minutes it was concluded. The results were astonishing, and I believe, quite unprecedented; 12 rounds were fired in all, six from each turret. Of the shots so fired, 11 hit the target, nine of these hits being bull's eyes, and only one missed altogether. Indeed, it did not miss altogether, but it cut the rope which fastened the canvas target to its framework, though it was counted as a miss nevertheless. I believe that no such firing has ever been recorded before in our own or any other navy.

I should explain that the particular practice selected for their trial, which observation was what is known as the gunlayers' practice. In this practice the target is small, the bull's-eye being 14 ft. with a margin of about 2 ft. all round on which hits are counted, but not as bull's-eyes. The range is short and accurately fixed, being almost exactly one and a half shillings. There was no picked marksmen selected to fire the four guns, each gun being laid and fired by its own gunlayer. Thus the practice was in all respects a part of the ordinary routine of the ship, and was not an exhibit at close quarters the effects of the firing. The targets were subjected to the same conditions as in the alternative known as battle practice, which is carried on in different conditions and at much greater ranges. The object of the gunlayers' practice was to see the effect of the shots on the target, which would have been impossible to observe in the ordinary control now established in the Royal Navy has been carried to such a pitch of perfection that it really makes very

to a Christian to be found in one of their mosques, and no Christian at all is allowed to enter the sacred town of Salte, where many of their sultans have been buried. The present sultan, however, has had something of a European education, is inclined toward progress, and is ready to adopt European ideas. According to a European tribesman, unacquainted with Mohammedan, cannot understand this, and accordingly he has been for some time longer to recognize his authority. They say that by his dealings with the Christians his right to rule is forfeited. All this has culminated in a difference in attitude toward Christians. Toleration and freedom have given place to insults and attacks. Sometimes the sufferers have been made prisoners and released on payment of ransom. Such was the case of the correspondent of the *London Times*, who was captured by Ration, and also of two officers of the British navy taken by the brigand *Valiente*, when H. M. S. *Assistance* grounded near *Petwar*. Sometimes, however, the affair has ended in murder, as in the case of the Frenchman, Dr. Mauchamp, and of the recent massacre at Casablanca. This condition of things seemed at one time likely to cause complications in European politics. It was realized that such a state of anarchy could not go on. It was accepted that steps were necessary to insure the lives of residents, to police Morocco, to put the finances on a sound basis and to initiate works of development. But no power dared to take action, owing to the existing differences with several other powers. England and France considered themselves to have special interests, and by a treaty between them in 1905 France was given a free hand in Morocco, so far as England is concerned, in return for concessions in relation to Egypt.

Germany Claimed Interests. But Germany considered herself as having interests, too, and with justice. For example, German shipping with Morocco has increased much in the last ten years, though almost entirely at the expense of Britain. Consequently shortly after the publication of the undertaking the German emperor himself visited Tangier. He went over the town as some little risk and in a speech at the German legation promised "help to the sultan in case of outward interference." Following this up, Germany demanded a conference of the powers, denying the right of England and France to settle Morocco, which was the outcome of the Algerias conference sitting in the early part of last year. As the outcome of the conference certain reforms were decided on. An efficient police force was to be organized, and the appointment of an officer of some power without special interest in Morocco,

The King's Cruise In the Dreadnought to Witness Gunn Practice

The special correspondent of the *London Times*, writing from H. M. S. *Bulwark*, under date of August 6th, says:

Shortly after 10 o'clock this morning the King left the Victoria and Albert, accompanied by the Queen, the Prince of Wales, the Princess Victoria, the Duke of Connaught, and many members of the suite, and went on board the *Dreadnought*, which had been previously ordered to prepare for sea. The Lords of the Admiralty and the Commander-in-Chief at Portsmouth were already on board to receive their Majesties, and soon after the royal party had arrived the *Dreadnought* weighed anchor and proceeded down the lines in the direction of Spithead. The ships of the home fleet had been drawn over all at 3 o'clock, and as the *Dreadnought* passed between the battleship and armored cruiser lines the same ceremonial of saluting by the officers and cheering by the ship's companies, was observed as at the inspection on Saturday.

The main purpose of the cruise was to witness the gunlayers' practice, which is a new type of gun, and also the evolutions of the newer types of submarines, which are being built in large numbers, and ordered to a rendezvous off Sandown. The ship proceeded at moderate speed down the lines, but soon quickened its pace to 15 knots for some time. Before the cruise was ended the *Dreadnought* steamed 20 knots for some time. The steadiness of the ship at these speeds and the complete absence

of any vibration due to the movement of the engines were most remarkable. While the ship was proceeding at 20 knots, I visited the starboard engine-room. It was far cooler than any other engine-room I have visited; there were no moving parts visible except the governors of the two turbines, and there was very little noise. As to the engineers in charge, they seem to have little or nothing to do except to stand by for the engine-room bridge. Another most remarkable point which I observed from the deck was the extreme handiness of evolution displayed by the *Dreadnought*. The few officers which she steers and manoeuvres badly is a pure delusion. She turns in a very small circle, for she has very little weight, and length—she made several sharp turns in the course of today's cruise—and her captain, who should know any one does, has declared to myself and others that she manoeuvres like a torpedo-boat. She is, in fact, more difficult to bring to a standstill than any other ship of her size and length must always be.

This, however, is by the way. I come to the business of the day, omitting many interesting details for lack of time to record them. We were quickly past the Nab, and very soon after we were abreast of the series of targets which had been laid out in order that the ship might have a clear range behind some one or other of them, and we were very soon passing at acute practice ranges, described distance from a pair of targets which satisfied this indispensable condition. Fire was at once opened from the two after turrets, and in less than

to pass the ship under their petrol engines at a speed of 13 knots. The four first mentioned were then ordered to diver and circle round the ship, and to make the firing very interesting. The King watched these evolutions with sustained interest, as, indeed, did every one else on board.

The submarine having completed the evolution and departed, his Majesty ordered the *Dreadnought* to proceed to sea; and after a short run at 20 knots in the channel we steamed back about 5 p.m. to the anchorage at Cowes, and his Majesty returned to the Victoria and Albert, having, as I have already mentioned, expressed his extreme interest in the ship and her crew, and his high satisfaction with all that he had witnessed. It is, as I have already mentioned, a most interesting historical fact that this is the only occasion on which a Sovereign of the United Kingdom has steered a battleship, in the premier battleship of the world, with the Royal Standard flying aloft, and the anchor and flag at the yard arm, the combined symbols of supremacy both Navy and Army. It is, perhaps, a still more significant

fact that on this unique occasion their Majesties should have witnessed a feat of gunnery practice which has also no parallel in recorded history.

But it may be said the *Dreadnought* is an exceptional ship, and no criterion of the home fleet at large. Well, we shall see in the course of Wednesday. At daybreak on that day the whole fleet was ordered to practice, including the *Dreadnought* which remains at Cowes as guardship—will put out to sea for the purpose of carrying out a strategic exercise of a most important nature, and of considerable magnitude, since it virtually covers the whole Channel, and is of very long duration, since it begins at 4 a.m. on Wednesday and ends at 6 p.m. on the same day. The general idea is rather a complicated one, which I have no time to expound in detail today. But it defines a very interesting situation, and evolution in certain circumstances might become at least approximately an actual one. It involves a conflict between this country and an inferior navy, and the Commander-in-Chief of the home fleet to remain on the board the *Bulwark* during the exercise, and I shall hope to send a full account of it as soon as the *Bulwark* arrives at Sheerness, which will probably be some time on Thursday. Of course, the test to be applied is not of the same kind as that which the *Dreadnought* has undergone so triumphantly today. But the gunnery efficiency of the home fleet has already been established by its place in the general gunlayers' competition. We shall now see how it acquires itself in sea-fighting, and how it compares with the other ships of the fleet. For one shall be surprised and disappointed if it does not show itself worthy of its incomparable flagship.

The Commander-in-Chief has three sons, Prince Arthur of Connaught, Prince Christian, Princess Victoria of Schleswig-Holstein, and Princess Patricia. The latter is the wife of the *Dreadnought* in the Alberta.

For more than a week a school teacher had been giving lessons on the dog, and so when the inspector came down and chose that very subject, there seemed every prospect of the class distinguishing itself on brilliant essays about our canine friends. Things were progressing quite satisfactorily, and the master was congratulating himself on the trouble he had taken, when, alas! a question was asked which made him tremble for the reputation of his scholars.

"Why does the dog wag his tongue out of his mouth?" asked the inspector.

"Yes, my boy?" he said to a bright looking lad who held up his hand, while the light of genius was in his eye.

"Please, sir," cried the pupil, "it is to balance his tail!"

And the teacher groaned in anguish.—Philadelphia Record.

