

FINANCIAL AND COMMERCIAL

Stocks in New York—E. D. Dun & Co.'s Weekly Review—What Bradstreet's Says.

Henry Clews Says Not Another Dollar of Silver Must Pollute the Currency.

New York, July 8.—The market for railway and miscellaneous securities was dull to-day, not more than 37,000 shares having changed hands during the two hours of business.

At the start prices ran off a point, Missouri Pacific and general electric leading.

The market began to improve soon after the opening, and Cordage common developed considerable strength.

At 11 o'clock the market was extended for a fortnight. The list received only fractionally higher, steady in tone.

The banks are now \$5,082,020 over the 2 1/2 per cent. legal requirements. This is the first time they have been deficient since December 6, 1890, when they were \$2,428,830 below the limit.

The statement indicates the July interest and dividend disbursements being only partially reflected in the exhibit.

In other words, according to the official report, the amount was made on raising requirements for specific and legal tenders.

Closing bids: Canadian Pacific, 74; Great Northern, preferred, 110; Missouri Pacific, 51 1/2; North American, 8; Northern Pacific, 12 1/2; Oregon Pacific, preferred, 32 1/2; North Western, 10 1/2; Oregon Navigation, 55; Oregon Improvement, 10; Pacific Mail, 17 1/2; Union Pacific, 24 1/2.

R. G. Dun & Co., in their weekly review of trade, say: The tone in business circles is perceptibly improved.

LARDEAU LETTER.

Trails and Road Work Being Vigorously Prosecuted Through the District.

Recent Rich Gold Discoveries—Opening of Hotel Lardeau—Dominion Day.

(Correspondence of the Colonist.) LARDEAU, July 8.—One month has gone by since the Government sent a road and trail superintendent to this district and already the improvements can be seen on all sides.

No better move was ever made by the Government, and at times goes by the wisdom of such a move is noticeable.

Road and trail work had been done in a slipshod manner heretofore, and no particular person responsible for it. The people of this district can now return thanks to the Government and our efficient M.P.P., James Kelle, and our hardworking superintendent, John Thompson.

The trail from here to Trout Lake has been thoroughly overhauled and is a pretty good condition. In fact, if the water had not been built, the less work put on this trail for the present would be a saving of money.

From Trout Lake a trail has been completed to the head of the river, a distance of six miles. This is the first trail old residents have claimed it was impossible to build a trail on either side of the river.

Mr. Thompson, after a thorough investigation, decided to attempt a trail on the west side of the river. This trail has been completed in a few days.

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AMERICAN NEWS.

Giants in Those Days—Professors of the Keeley Cure—Singular Suicide.

More About the Silver Question—Mind Reader Sylvester Defies the Grave.

OAXACA, Mexico, July 6.—Mail advices were received here to-day from the state of Chiapas that a prehistoric city has been discovered in the dense forests near the line of Guatemala.

A party of men making excavations came upon the ruins. A great many queer looking utensils, weapons and stone ornaments have already been unearthed in the city.

In one building, which has been found, the skeletons of several human beings, measuring from seven to eight feet in height. No signs of metal of any kind have yet been discovered.

FONDA, Iowa, July 4.—A tornado passed west and south of this place between six and seven last evening, demolishing buildings and causing the loss of many lives.

The dead are John Detweiler, Mrs. Garton, Amos H. Garton, child of Mrs. A. H. Garton, Samuel Hanson and entire family, D. E. Miller and two of his family, E. N. Burgess and entire family, Mrs. J. H. Kilduff, and the course of the storm was from the south-east, and it was preceded by an east wind and slow-moving clouds going westward.

The Liberal club, at a large meeting held last night, decided to hold a political demonstration on the evening of September 10, at which Hon. W. Laurier will be the chief speaker.

A report from St. Anne's, a small place about twenty miles from Montreal, states that an immigrant train, which was en route from Montreal, last night, with 500 immigrants on board, was held up by five masked men, who attempted to rob the baggage car.

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THE ARMY BILL.

Caprivi Announces That the Amended Measure Represents the Minimum Demand.

Liebknicht Says Government Wants to Fortify Itself Against the German People.

BERLIN, July 7.—When the new Reichstag met to-day, for the first time, for the consideration of regular business, nearly all the 397 members were in their places, for it was known that the Government would at once introduce the amended army bill, and general interest was felt as to the concessions, if any, that the Government has made on the original bill.

Immediately the formal opening of the House was concluded, Chancellor von Caprivi ascended the tribune and in a long speech introduced the amended measure.

He stated that the present form of the bill represented the minimum that the Government would accept in return for the present law. The previous bill had been before Parliament and the country for some time, and everybody understood what the Government wanted. It was, therefore, needless to repeat the argument that had before been advanced in favor of the measure.

Herr Liebknicht, the well known Socialist Democratic leader, said that the Government did not want an increased army because it feared France or Russia, but because it desired to fortify itself against the German people. His assertion was greeted with cries of "shame, shame."

BRUNNEN, July 8.—The speeches that were made, for and against the Army Bill, in the Reichstag yesterday and to-day, were of a purely introductory character, indicating nothing of the undercurrents which may ultimately guide the vote of the several parties. Each speaker indicated his known programme.

Herr Boeckel, who leads the Democratic faction of the anti-Semites, for that small party has not escaped division, in a speech delivered to-day, suggested the terms of the members to be heard on the bill implies that the discussion will last until the end of next week.

Wednesday next is the day for private members' motions. In the morning to-day it was not the Jewish question, but the question of the arrangement for their support was possible, while Herr Groeber proclaimed "No compromise" in the House.

Members of the Lieber party stated in the lobby that if the Chancellor pledged the Government to cover the increase in the expenditures by a progressive tax on incomes of over 10,000 marks, the Reichstag would vote for the bill. Now they are angling for a deal which is likely to be arranged, thus giving the Government a large majority. Dr. Lieber means to insist that the bill go to a committee, and that he will give time for negotiations to be carried out.

The Reichstag will then raise the question of the readmission of the Jesuits into Germany. The Foreign Office papers persist in stating that the Government's support of, or refraining from opposing the Ultramarine proposals, will be the price paid by the Reichstag for their support of the bill.

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NEWS OF THE PROVINCE.

Vancouver Still Without Water—Socks eyes Make Their Appearance at Point Roberts.

Municipal Association Being Organized—American Sea Captain's Troubles With His Crew.

(Special to the Colonist.)

VANCOUVER.

VANCOUVER, July 6.—J. W. Henry, B. A., and George Robinson, B. A., newly appointed teachers in the high school, have arrived. Mr. Robinson coming yesterday.

Power for the city tramway cars is supplied from the Westminster power house on account of the water being shut off.

Yesterday's Atlantic express was the heaviest that ever left here. There were thirteen filled coaches, with two engines.

All the seals—fine big ones—caught from the G. D. Easton were captured in thirty days. Charlie Swan, an Indian, the foreman, made \$300 as his share for the season.

Word has been received here that Mr. Coleman, formerly chief officer of the steamer Batavia, by slipping under a transom in Australia, had both his legs cut off.

Miss Monteth is giving a sacred concert on Friday evening at St. Andrew's church. Hereafter the Cutch will leave the C.P.R. wharf at 3.15, and Nanaimo for Vancouver at 7 a.m.

Edward Holloway, general agent of the C.P.R. in the Orient, has resigned on account of ill health. He will be succeeded by Mr. D. R. Howley. Mr. Holloway is going East in a few days.

New Westminster, July 6.—Ben Young, the well-known salmon picker, returned today from Portland, and says the Columbia river canners will lose money this year, owing to the high price they have to pay for fish—50 cents a pound.

Commandant Booth and staff left for Nanaimo to-day. His mission here was very successful. The steamer Bon Accord struck a snag coming down the river this morning and broke her shafts.

D. Drysdale, the Semiahmoo canner, reports that a few sockeyes have made their appearance off Point Roberts, but they are not in any numbers yet. Beachy Bay, however, is reported full of them.

James Rousseau, who had the misfortune to lose his lannery by fire on Dominion Day, has decided to rebuild at once on a much larger scale.

There promises to be trouble at Hastings. A few days ago the sheriff took possession of Buse's mill there at the instance of Mrs. Miller, who foreclosed on a \$20,000 mortgage and took up papers at different points.

A meeting will be held here to-morrow to fully organize the British Columbia Municipal Association. The association was perfected some months ago, and a preliminary meeting was held at which steps were taken leading to a permanent organization.

Miss Walker, of Victoria, who has been recently principal in the High School for many years, has resigned. Fishing for sockeyes is expected to begin next week and on every hand extensive preparations are being made for a large run.

NANAIMO, July 6.—Dr. P. J. Rice died this morning at the City hospital after an illness of a few hours. He was around town yesterday up to 6 p.m. attending his practice. The deceased has lived here a few years. He was aged 29 and was a Catholic. The body will be taken to St. Catherine's, Oct. for interment. He left a wife and two little children.

come over on Sunday from Vancouver, as heretofore.

The quarterly meeting of the shareholders of the Union Brewing Co. will be held on 17th inst.

A temple of Pythian Sisters is being organized in town by Mrs. Robinson, and promises to be a numerous body ere long.

DECEASED.

DUNCAN, July 17.—Mrs. Provost, Miss Fremont and the Misses Watson went down to Victoria by Monday's train.

H. Laverock (Leith, Scotland) spent a day or two in the neighborhood this week, in search of a farm.

The Misses Wilson, who have recently arrived from the old country, are visiting their father, Mr. Wm. Wilson, at the Cliffs, Duncan.

The Convent of St. Anne (R.C.) is to be rebuilt and the Church of St. Peter, Quamichan (Episcopate) to be enlarged during the present year.

RELATIVE OF THE MEN WHO GOT BURIED IN THE SNOWDRAVE OF JANUARY 4, HAVE BEEN LOOKING FOR THE REMAINS, BUT HAVING NOT YET RECOVERED THEM, BUT REPORT HAVING FOUND SOME CARDS, PICKS AND OTHER SMALL ARTICLES THEY CARRIED.

Palmer and Billy Casin made a very promising discovery a few days ago on their claim in the White river basin, consisting of a large well defined ledge. It shows \$93 in gold and 57 ounces of silver to the ton.

Miss Monteth is giving a sacred concert on Friday evening at St. Andrew's church. Hereafter the Cutch will leave the C.P.R. wharf at 3.15, and Nanaimo for Vancouver at 7 a.m.

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ANNUAL MEETING

Of the British Columbia Board of Trade—Reports of President and Officers.

New Officers Elected and General Business Transacted—Prospects for the Year.

The fourteenth annual meeting of the British Columbia Board of Trade was held yesterday afternoon in the new building, the large boardroom being well filled with members who took a keen interest in the proceedings.

The chair was occupied by the president, Mr. T. B. Hall. After routine business the secretary read letters from the Boards of Trade of Toronto, Vancouver, Montreal and Ottawa, approving of the action of the B.C. Board in its respect to Australian trade.

The secretary read the following report of the retiring council: To the Members of the British Columbia Board of Trade: Your committee, consisting of the president, vice-president and secretary, appointed by the council, beg to append herewith the fourteenth annual report of the Board, which is submitted for the consideration of the members.

At the date of the last annual report the number of active members stood at 154; new members during the year 21; together, 175; from which have to be deducted: Resignations, A. J. Bechtel; deaths, Hon. Hugh Nelson, M. W. Waitt, A. J. Laidlaw, leaving the present number of active members at 171.

The following named new members were elected during the period under review: W. H. Bainbridge, L. H. Northey, Robert Ritter, J. E. Robertson, J. B. Gordon, W. J. Anderson, Walter Morris, Robert Irving, H. E. W. Behnen, D. E. Connon, W. H. Redmond, P. T. Fulton, F. B. Gregory, W. H. Bainbridge, L. H. Northey, Robert Ritter, J. E. Robertson, J. B. Gordon, W. J. Anderson, Walter Morris, Robert Irving, H. E. W. Behnen, D. E. Connon, W. H. Redmond, P. T. Fulton, F. B. Gregory.

Since the Board's previous report, death has removed from its three members, viz: Hon. Hugh Nelson, ex-Lieut. Governor of the Province, who was a member for four years; J. Bechtel, a very rich character, who was a member since 1882, and M. W. Waitt, who became a member in 1879. Resolutions of condolence were forwarded to the bereaved relatives.

Since the previous annual report four quarterly general and two special general meetings of the Board were held. The meetings of the council were not so numerous as during the previous twelve months, owing to much business having been dealt with by the standing committee. The active interest of previous years has been sustained, and an increase thereof is confidently expected.

A party of prospectors, consisting of Fred Lane, Charles Flunket, and two parties from the ferry camp, about seven miles from the center creek, have made what appears to be an immense discovery. The ledge is four feet wide, the iron capping of which can be traced for several hundred feet. The ledge matter shows a rich quality of cube galena.

A new strike of a five-foot vein of dry ore was made a few days ago on the Dolly Varden, in the Strathmore group on the north fork of the Coquitlam river. J. Davidson made a very valuable discovery this week near Argenta, consisting of a 27-inch ledge of very high grade galena.

THE TAORA CASE. SEATTLE, July 7.—U. S. Commissioner Emery took testimony, yesterday, in the libel of Rothchild & Co. against the British barkentine Taora, to recover damages for alleged breach of contract. The amount of money involved is comparatively small.

The story as told by Captain Thornton, when on the witness stand, is about as follows: The steamer Taora, owned by Fred L. Macdonald and owned by the tug Discovery, on the 14th of last April the Taora was lying in the Straits, off Raos Rocks and Discovery Island. It was the intention to sail to Royal Roads and later to further orders. The tug Discovery ran alongside the Taora. Her captain approached Captain Thornton, and offered to tow the Taora to Royal Roads, thence to proceed to the Canadian Coast Telegraph Company's station, to admit of regular shipping and weather advice from Cape Plater; and at that time private capital was available for the purchase of a modern cable which would have been laid but for the Dominion Government's refusal to grant permission to connect with Vancouver Island.

On May 27th the previous day, the Manager of the C.P.R. Co., telegraph in an interview with the council of the Board, stated that his company are now contemplating the laying of a cable to Japan. This cable is yearly becoming more necessary, in consequence of the growth of our trade with the Orient. It is hoped that the necessity of laying a cable to Australia will receive the same prompt consideration.

These matters are commended to the incoming council. The standing committee on railways will deal with the various matters coming under this head, in its report to be made to-morrow. It is therefore only necessary to direct attention to the fact that within the past five years twenty-nine charters for railways within the province have been granted. Of this number, five have been completed, and seven are being built, but with few exceptions, little is known of any scheme for constructing the remainder. Some lines that would be constructed if the charters were in proper hands, cannot now be proceeded with, the financial liability of the holders of the charters rendering it impossible, and the avarice shown in the exorbitant price they ask for their privileges places the enterprises out of reach of capitalists seeking such.

MEASURING GRATING DOCK. The utility to merchant vessels of the grating dock at Esquimalt has lately been lessened by the circumstance that it has been occupied by H.M.S. Warpite for three months. As the Admiralty agreement with the Dominion Government, which does not expire until July 1902, it is certain that other docking accommodation must be provided for the yearly increasing freight and passenger ships. During the last twelve months the dock was occupied 283 days by ten vessels, aggregating 21,850 tons.

AUSTRALIAN ROUTE. On June 8th ultimo, the steamship Mowers, the pioneer of a direct steamship service between Canada and Australia, reached Victoria from Sydney, N.S.W., after a voyage of twenty-two days. The steamship company receives from the Canadian Government a subsidy of \$25,000 per annum; also a subsidy from New South

Wales of \$10,000 per annum. In view of the large amount it is possible to develop, every encouragement should be given to make this steamship service a success. The new line offers inducements to travelers between Great Britain and Australia, for instance, the voyage to San Francisco to Sydney, averaging forty-two days, the route via Canada gives an agreeable break in the journey, with change of climate and scenery that will be most appreciate, and a As a mail connection between Great Britain and Australia, the Canadian-Australian route has a great future, in consequence of the saving of almost three or four days for a railway to run along the Squamish river, en route from Vancouver into the Chiloquin country, and as soon as the result of the surveys is known, a large increase in pre-emption is expected. There is already a good settlement on Howe Sound, into which the Squamish river empties itself.

The most important of all the surveys to be made this year will be in the Kootenay districts, and is known as the photo-topographical survey. It consists of a series of photographs covering the same ground from different points of view. These photographs are afterwards arranged to show accurately the outline, in perspective, elevation of the country embraced, that it is possible to plan engineering works without a further examination of the ground. The big advantage of this method is that it can be applied to any scale, and has the advantage of being inexpensive. This class of work has not been attempted before in this Province, and the Kootenay survey has been selected in consequence of the yearly increasing number of prospectors and others seeking to develop that portion of the Province.

During 1892, 9,000 maps, showing different portions of the Province, were prepared for gratuitous distribution, and all information during the past year has been selected in consequence of the yearly increasing number of prospectors and others seeking to develop that portion of the Province.

Until within the past few years the impression prevailed that British Columbia was "Sea of Montserrat." It is therefore a revelation to many to learn that there is within the Province grazing and agricultural lands sufficient to sustain a population many times greater than it now contains. That more of these lands are not utilized results from the difficulties in transporting to the cities the crops and cattle that could be raised thereon. But these difficulties are being lessened, and the result is that the amount of wheat flour in the imports of wheat flour. For the years ending 30th June, 1890 and 1891, the imports were 25,965 and 39,375 bushels respectively. For the year ending 30th June 1892, the imports amounted to only 19,530 bushels, of which the duty paid was \$14,648.33. During the latter period there were also imported 18,447 bushels of wheat, valued at \$3,440.49, and bran valued at \$18,447.30, which the duty paid amounted to \$6,800.30; altogether \$24,889.12 on wheat and its products.

The Shuswap & Okanagan railway has opened up a portion of the Province very suitable for wheat growing, the average yield being forty bushels per acre of the finest flour, which, if the available lands in this district only were brought under cultivation, all the provincial requirements could be supplied, and yet leave a surplus for a large export trade.

The duty on sheep imported for the year ending 30th June, 1892, was \$29,306.40 on horned cattle, \$9,043.30 on butter, \$9,290; and on bacon and lard together, \$14,338.68. There is no small amount of sheep and wool imported, and the exact quantities of these staples that have entered the Province from Eastern Canada, excepting sheep, but to double the present quantities, presenting receipts from all sources would be a very large amount of our imports for home consumption during the twelve months referred to.

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tracts of excellent grazing lands at the north end of Vancouver Island. On the numerous islands between Vancouver Island and the Mainland there are many good agricultural lands within easy reach of the cities, of which information may be expected in a weekly date.

Another party of prospectors are in the Osoyoos district, which is said to contain a large area of good grazing land, and is also believed to be rich in both economic and precious minerals. Exploratory surveys are being carried on in the valley of the "quamash river, and in the valley of the Klaskanine river. A charter has been granted for a railway to run along the Squamish river, en route from Vancouver into the Chiloquin country, and as soon as the result of the surveys is known, a large increase in pre-emption is expected.

There is already a good settlement on Howe Sound, into which the Squamish river empties itself. The most important of all the surveys to be made this year will be in the Kootenay districts, and is known as the photo-topographical survey. It consists of a series of photographs covering the same ground from different points of view. These photographs are afterwards arranged to show accurately the outline, in perspective, elevation of the country embraced, that it is possible to plan engineering works without a further examination of the ground.

The big advantage of this method is that it can be applied to any scale, and has the advantage of being inexpensive. This class of work has not been attempted before in this Province, and the Kootenay survey has been selected in consequence of the yearly increasing number of prospectors and others seeking to develop that portion of the Province.

During 1892, 9,000 maps, showing different portions of the Province, were prepared for gratuitous distribution, and all information during the past year has been selected in consequence of the yearly increasing number of prospectors and others seeking to develop that portion of the Province.

Until within the past few years the impression prevailed that British Columbia was "Sea of Montserrat." It is therefore a revelation to many to learn that there is within the Province grazing and agricultural lands sufficient to sustain a population many times greater than it now contains. That more of these lands are not utilized results from the difficulties in transporting to the cities the crops and cattle that could be raised thereon. But these difficulties are being lessened, and the result is that the amount of wheat flour in the imports of wheat flour. For the years ending 30th June, 1890 and 1891, the imports were 25,965 and 39,375 bushels respectively. For the year ending 30th June 1892, the imports amounted to only 19,530 bushels, of which the duty paid was \$14,648.33. During the latter period there were also imported 18,447 bushels of wheat, valued at \$3,440.49, and bran valued at \$18,447.30, which the duty paid amounted to \$6,800.30; altogether \$24,889.12 on wheat and its products.

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mons at various times, urging that a suitable insolvency law effective throughout the Dominion should be enacted, and why the almost innumerable reforms of the Board of Trade throughout the Dominion should be disregarded in hard to conceive. Ultimate success in obtaining an insolvency law can only be secured by unrelenting efforts, and the incoming council are requested to continue to agitate till an Insolvent Act is placed on the Dominion Statute books.

IMMIGRATION. The Board is indebted to Mr. J. Jessop, immigration agent, for some interesting information relating to the movement of settlers in the Province. The report referred to will be found in the appendices hereto.

RAILWAYS. On May 4, last, the Board held a Banquet, to celebrate the opening of the Board's new quarters, and in the evening, in the Board's hall, a most pleasant reunion was held, and tended to cement a bond of sympathy amongst the commercial interests of the North Pacific.

The report of the Audit Committee, submitted herewith, shows the total assets of the Board to be \$7,592.10; \$6,800 of which is represented by 68 shares of stock of the Board of Trade Building Association. The net gain during the past two months was \$1,022.52, a result which your committee feel will be accepted as highly satisfactory and indicative of the Board's prosperity.

TRADE AND OUTLOOK. During the twelve months under review, the trade of the Province suffered very severely from an outbreak of smallpox, originating with the steamer which had been brought by the China-Japan mail ship, and causing, in July last, several cases to develop at Victoria. The exaggerated reports which were disseminated in a strict quarantine of that city, which lasted six weeks. Business there was paralyzed, whilst the other cities of the Province, and also those on Puget Sound, felt the depression.

This unfortunate circumstance, together with the general stagnation which prevailed in the American and Australian markets for lumber and coal, has resulted in a falling off in exports, with a corresponding shrinkage in duties collected during the year ending 30th June ultimo. The collections at Victoria amounted to \$578,291.14, or about 15 per cent less than the previous year, and at other ports amounted to only 19,530 bushels, of which the duty paid was \$14,648.33. During the latter period there were also imported 18,447 bushels of wheat, valued at \$3,440.49, and bran valued at \$18,447.30, which the duty paid amounted to \$6,800.30; altogether \$24,889.12 on wheat and its products.

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By Mr. Robert Ward—From the Committee on Fisheries.

By Mr. William Wilson—From the Committee on Railways and Public Works.

By the Secretary—From Mr. John Jessop on immigration.

By the Secretary—From Mr. F. W. Ward on the prospects of the Canadian-Australian steamship service.

On Motion of Mr. T. B. Hall, seconded by Mr. Robert Ward, the various reports were referred to the incoming Council for consideration, and to have them printed.

Mr. Robert Ward, in seconding this motion, referred to what he considered had been an important omission due to the pressure of work. This was a reference to the work of the Congressional Chamber of Commerce of the Empire, held in London last year, and as a result of which many of the reforms then advocated had since been made. The Congress had advocated the formation of boards of conciliation and arbitration for the settlement of labor disputes, and it was pleasing to know that the British Columbia Board of Trade had now been adopted, an act having been passed at the last session of the Legislature providing for such a system. The Congress had also advocated the issue of bills of lading, and it was satisfactory to know that as a result a satisfactory arrangement was being made between the British Board of Trade and the Board of Trade Building Association whereby the matters in dispute would be amicably adjusted without the necessity of legislation. Another matter was that of Commercial Education, the recommendations of the Congressional Chamber of Commerce being forwarded to the various boards of trade, and in this matter he thought some thing would be done to bring the recommendations to the notice of the Board of Education. There were also other matters which he thought should receive the attention of the incoming Council.

ELECTION OF OFFICERS. Mr. T. B. Hall having declined to accept the urgent request that he stand for reelection, Mr. A. C. Plummerfelt was unanimously chosen president, Mr. F. Renouf vice-president, and Mr. F. Elworthy secretary.

The following members of the council were then elected, viz: Messrs. A. B. Gray, D. R. Howley, F. H. Howley, Wm. Thompson, C. Leiter, A. L. Belyea, H. E. Connon, W. H. Ellis, F. H. Wootick, Col. E. G. Prior, M. P. T. S. Fitcher and E. B. Harvill.

On motion of Mr. J. H. Todd, seconded by Mr. W. C. Ward, the council of the Board was also elected council of arbitration.

MEMBERS ELECTED. Mr. T. B. Hall gave notice that at the next meeting of the Board he would move to amend the by-laws so as to permit the election of foreign members. The gentleman has particularly in view in giving this notice was Mr. H. C. Beaton, agent-general at London for the Province of British Columbia. No one could have treated the B.C. Board of Trade with more consideration than Mr. Beaton, and no one could have been more untiring in his efforts to keep the Board informed on all matters of interest. He should have been elected, particularly in view of the fact that Mr. Beaton's services in some way, and wished to have the by-laws amended so as to permit of honorary members being elected, with a view of having him made one of them.

NEW MEMBERS ELECTED. The following new members were elected, viz: Mr. Allan Cameron and Mr. Arthur Robertson.

VOLE OF THANKS. Mr. C. E. Renouf moved that the hearty thanks of the Board be extended to the President, Mr. T. B. Hall, for his untiring and energetic labor in behalf of the Board for the two years during which he had been president. He referred more particularly to the handsome new building which the Board was now occupying and which would always remain a monument to the energy and enterprise of Mr. Hall. (Hear, hear, and applause.)

Mr. J. H. Todd seconded the motion, hearing testimony also to the untiring zeal with which Mr. Hall had fitted the Board to perform the arduous duties appertaining thereto. The motion was carried amid cheers and applause.

Mr. Hall unflinchingly expressed his appreciation of the kind remarks which had been made about his services, and which had made the meeting adjourn at 5 p. m.

SHOT BY LEPEERS. HONOLULU, June 29.—Word was brought to Honolulu this morning by one of the Island steamers that while attempting to remove twenty-eight lepers from Kalaian valley, Kala, Sheriff Stoltz, acting under orders from the Board of Health, was shot and killed by the lepers. His body was brought to Honolulu. The Board of Health has determined to return the lepers to the settlement on Molokai for fear they would spread the disease beyond the limits of the valley. Stoltz was making preliminary arrangements and was accompanied by only two policemen when he entered the valley by the only trail which leads

NEWS OF THE PROVINCE.

Enlistment of Vancouver's Artillery Company Begun—Offers to Nurse Lepers.

Municipalities Form a Mutual Benefit Association—Preparing for Sockeye Run.

(Special to the Colonist.)

VANCOUVER, July 8.—Capt. Townley is enlisting the men of the British Columbia Garrison Artillery and the service rolls are now open at the Court House. The company will comprise a hundred men; first signers will be given the preference in the first draft of non-commissioned ranks.

Rev. Principal Grant, president of Queen's University, Kingston, will be here to open the new Presbyterian church sometime in September.

Mr. K. Yamura, a Japanese gentleman, was baptized last evening in the Congregational church and another, Mr. T. Hatanaka, will undergo a similar ceremony Sunday morning.

Mr. Tamura of the merchant firm of Jim & Tamura acted as interpreter. Geo. R. Montgomery, of Toronto, has written to Chief Mearns, asking for information as to the whereabouts of his brother, Wm. R. Montgomery supposed to have come to this city.

Mrs. Hansel, who has volunteered to nurse the lepers on Darcy Island is the lady who so effectively nursed the smallpox patients during the plague here.

A new house is being built for the city, to cost \$500. A thousand feet of hose and a pair of rubber boots have also been ordered for the men.

Dan McGilivray has offered to tunnel the Narrows and lay two miles for \$75,000. It was decided to have the city engineer ascertain the nature of the strata under the Narrows.

The Orangers in this city will attend divine service Sunday afternoon at Mount Pleasant.

Mr. E. Holloway was removed from the Empress of China to St. Luke's Home yesterday.

Geo. Wags caught Jack McCann pilfering the bill in his store at 4 o'clock yesterday morning. He had McCann arrested.

Officer Coleville rescued Mike McEvoy from drowning early this morning; McEvoy fell in the inlet from the city wharf.

Mr. J. A. Russell and J. J. Godfrey, who were connected with the firm of Yates, Joy & Russell, have formed a partnership.

Mr. J. H. Sawyer, July 8. Bailiff Patterson is in possession of Burns mill at Hasleby.

W. J. Bower and H. A. Lovell have formed a partnership.

A large number of young men have signed the roll of the history of garrison artillery.

Mr. John McBride arrived yesterday's express, en route for San Francisco. Mr. McBride is a grand officer of the Grand Masonic lodge of Manitoba, and a prominent Winnipeg Mason.

William Smith, a sailor, was arrested for stealing blankets from the Union hotel.

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Officers whose names are enrolled. The first annual meeting will be held in this city in December.

The Port & Winch Co. will ship a quantity of fresh spring salmon to New York tomorrow, and another carload on the 17th.

Officer W. B. Parry, of Boundary Bay, to-day brought to town Jas. H. Hazelton, for whom a warrant was issued about a month ago for failing to provide for his wife and children.

Although the demand for spring salmon has become quite brisk during the past few days, and the run has been steadily improving, the fishermen are withdrawing their spring nets and preparing for the sockeye run. One of the boats brought in 53 fish yesterday, for which the owner was paid \$28.50, but he declined to go out again.

(From the Vernon News.)

Crops both in Colliester and White valleys are looking well.

Carpenters are busy on the new hotel at Pentiction.

Mr. Thurber has a fine specimen of a rattlesnake. It is nearly five feet long and has fifteen rattles on its tail.

The snake was killed near the house.

Mr. M. Hagan has taken a trip through the lower canyon by way of Similkameen, Fairview, etc.

The Okanagan is always growing in public favor as a health resort, and every few days invalids are being brought here from the coast and elsewhere for change of air.

It is the hope of the visiting medical men that the medical treatment could not give in localities less favorably situated.

A noted point down Okanagan lake is the hog ranch of Mr. F. M. Kirby, on the lake shore in the remote suburbs of Kelowna.

With such beautiful surroundings, if the epicure's brand of smoked hams and breakfast bacon could not be grown, we would like to know where else in the universe it could be planted—we mean produced.

Building operations seem to go steadily forward and the hill to the east of the railway track seems to get the lion's share.

On a shaft of 100 feet is being sunk on the Empire claim in Camp Fairview, in which mine Mr. F. R. Kline has a large interest.

The ore is showing up better as the shaft goes down, and a few days ago some fine silver was struck. The ledge also is found to have widened out by two feet. On the Granite claim adjoining it work is also being done.

Dr. Hall, of Victoria, specialist of the eye, ear, nose and throat, paid a visit to Vernon last week, and during the few days of his stay did considerable work in these lines.

He is now working on a pair of cross eyes took but a short time. The doctor is taking a trip East, and he may go over to Europe before returning to the Coast.

The water in Okanagan lake and river has been higher this year than it has been for a number of years previous, and mosquitoes are scarce.

Ald. Schubert came up by Saturday's train and is working on the road to the south of Okanagan Falls. All work on the Pentiction stage road have been repaired, and the stage is running regularly to Pentiction, though there is still water on the road at some points along Duck lake.

A rather remarkable meeting took place here on Saturday last when Capt. Shorter received an unexpected visit from his brother, Mr. E. G. Shorter, whom he had not seen for about 20 years.

Mr. E. G. Shorter's home is in Wallaceburg, Ont., though he purposed removing to Brandon, Man., where he is going extensively into the pork packing business.

On a trip to the coast on business matters he accidentally learned of his brother being in the Okanagan, and was confirmed in the identity by seeing a copy of the News containing the name of the brother.

Mr. E. G. Shorter, who is now in the Okanagan, met Mr. E. G. Shorter on the coast, and on his return to Vernon engineered the meeting of the two brothers by keeping the captain from going back to Harris Creek camp until his brother had time to get to Vernon.

For the last twelve or fifteen years the captain's friends in the East had been looking for him.

A party of land seekers from Idaho have struck the Okanagan, coming in by way of Osoyoos. They come after the fashion of the immigrants that came to the Western plains years ago.

Each brings his family and household belongings with him in one or two covered vans, and where a suitable location presents itself, they forthwith erect a tent and make their camp.

The Methodists church is ready for the plasterers. It is a beautiful little edifice, and the plastering is well advanced.

Work has been commenced on the race track. A half-mile track has been laid out and work will be begun shortly clearing the same.

The first passed off very quickly here, nearly every one being out of town.

(From the M.E.A.)

Mr. McClary, who bought the Bannerman Bros. ranch, is having upwards of thirty acres cleared and grubbed, which with that already cleared will amount to about fifty acres.

We understand that it is his intention in the near future to reside on it.

Mr. Roliner had a bull shot a few weeks ago, and it was accidentally or was shot as it is not known, but as there has been considerable wild shooting at various times and almost everyone that comes here feels it incumbent upon him to carry a gun, an effort has been made to find out who was the party who did the shooting.

So far the effort has been unsuccessful.

Under present mail arrangements the mail is made up at Vancouver on Wednesday, and a delay of a few days, as most of the mail has been coming to Enderby, and from there it is being sent back to Sicamous before coming to Mara.

(From the M.E.A.)

DEAR SIR.—I also can bear testimony to the value of your wonderful remedy for the stomach, liver, bowels and blood.

I have used it as well as my family for over three years when necessary, and find them well remedied.

Yours truly, Mrs. G. Gibson, Owen Sound, Ont.

AUSTRALIAN TRADE.

A Letter to the B. C. Board of Trade on the Prospects of the New Line.

Valuable Information Furnished by Standing Committees on Railways and Public Works.

Following is a letter written by Mr. F. W. Ward, representative of the managing owner of the Canadian-Australian line, to the B. C. Board of Trade, and read at the annual meeting of that body:

To the President of the British Columbia Board of Trade:

GENTLEMEN:—In response to the courteous invitation of your secretary, I have the honor to forward to you a copy of the prospectus of the Canadian-Australian steamship service.

The majority of new enterprises are built upon probabilities, and the new sea-road between Canada and Australia is no exception to this general fact. This means, for one thing, that expectations are modified by experience, and suggests that caution in calculating success is a prudent course in the effort to achieve success. I may say, however, that, hopeful as I was before I left Sydney, I am still more hopeful now that I have completed some preliminary inquiries on this coast of your continent.

I have already had an opportunity of urging you to lend your influence to any endeavor which may be made in the near future to secure the shipping route between Canada of the principal Australian mail for Europe. The immense external interests of Australia will, sooner or later, imperatively demand the safest of rival mail routes shall be chosen, and I think it must go without saying that the Canadian route is entitled to this distinction. It also happens that the route is not sacrificed to safety. A fast ship on the Atlantic and a special train on your transcontinental line could deliver a London mail at Vancouver in ten days, and a rapid but possible service on Pacific could convey the mail from Vancouver to Sydney in fifteen or sixteen days. Speed for speed, this would beat the Suez route by several days.

The service now established between Sydney and Vancouver is not a splendidly fast one, but it is a service which should be improved. It would involve the arrival of one ship in your waters and the departure of another ship to Sydney, your waters, each of 6,000 or 7,000 tons, in monthly stages, with one exception, these were for roads within the Kootenay District. Within the past five years twenty-nine charters for the service have been granted. Up to date two of this number have been cancelled. The Shuswap and Okanagan and the Columbia and Kootenay. The Westminster Southern, forming a connection with the American railways, and the Victoria and Nanaimo, operated by the Great Northern, was constructed in 1890 on a charter granted in 1888. Six railway lines are now under construction, viz:—

The Nelson, Fort Sheppard, running from Nelson in the Kootenay District to the American boundary, and connecting with the American systems; the Revelstoke and Kamloops, running from Kamloops to the American boundary, and connecting with the American systems; the Revelstoke and Kamloops, running from Kamloops to the American boundary, and connecting with the American systems; the Revelstoke and Kamloops, running from Kamloops to the American boundary, and connecting with the American systems.

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situation and do the best that can be done with it. Direct, rapid, and regular communication between British Columbia and Australia is a road which, with reasonable tolls, cannot hurt and may greatly help business. Numerous connections will be formed. Australian will visit this country, and some of your people will visit Australia. Whatever commercial opportunities exist will certainly be discovered. You will probably secure a larger share of the business than you are at present getting, and we are able to send you fruit, and butter, and raw sugar, and frozen meats, and to red-wood, and canned meats, and other commodities which are cheaper and more plentiful in Australia than here, the fact that you are importing from us as well as exporting to Australia will necessarily come under consideration when the Australian Parliaments are revising their tariff, and it may ultimately help to bring about a special reciprocal relations to which you have publicly pledged your faith.

I have purposely refrained from entering into details of the advantages of the route which it is not possible now to speak with definiteness which imparts value to statement and discussion. But, in a general way, I can assure you that a majority of inquiries have placed the new service's prospect in a most encouraging light. I may be especially permitted to add that the more I see of the American manufacturers the more am I convinced that the route is peculiarly adapted to the necessities of the British communities in the South Pacific. They have evidently been developed in a very rapid manner, and Australia must always be a great exporter of raw material, and for many years to come a great importer of manufactured goods. It is not possible to think the night and day of the route, and I am confident that the route will not allow the United States to surpass her in the competition for Australian business.

In conclusion, will you let me briefly, but most gratefully acknowledge the outflow of generous and patriotic feeling with which the route has been received in Australia, and the Canadian-Australian service, and I will be as heartily reciprocated in the South.

I have the honor to be, gentlemen, your most obedient servant,

F. W. WARD, Victoria, B.C., July 8, 1893.

RAILWAYS AND PUBLIC WORKS.

The following report from the standing committee on railways and public works was also read at the annual meeting:

During the last session of the Legislature another ship was granted, up to date two of this number have been cancelled. The Shuswap and Okanagan and the Columbia and Kootenay. The Westminster Southern, forming a connection with the American railways, and the Victoria and Nanaimo, operated by the Great Northern, was constructed in 1890 on a charter granted in 1888. Six railway lines are now under construction, viz:—

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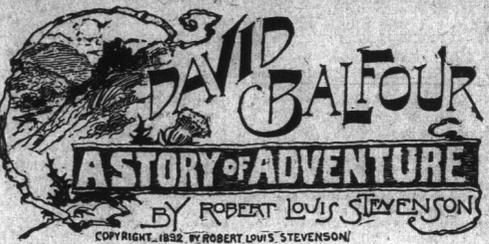
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CHAPTER XXV. THE THRESHOLD.



Whether or not I was to be so much blamed, or rather perhaps pitied, I must leave others to judge of.

Whether or not I was to be so much blamed, or rather perhaps pitied, I must leave others to judge of. I had no doubt at the moment when I awoke here I was thinking a good deal of the effect upon James More, and similarly when I returned and we were all at down to breakfast I continued to behave to the young lady with deference and distance, as I still think to have been most wise.

Her father had cast doubts upon the innocency of my friendship, and these it was my first business to allay. But there is a kind of an excuse for Catrina also. We had shared in a scene of some tenderness and passion and given and received caresses. I had thrust her from me with violence. I had called aloud upon her in the night from the one room to the other. She had passed hours of wakefulness and weeping, and it is not to be supposed I had been absent from her pillow thoughts. Upon the back of this to be awaked with unaccustomed formality under the name of Miss Drummond and to be thenceforth used with a great deal of distance and respect led entirely in error on my private sentiments, and she was indeed so innocently abused as to imagine me repentant and trying to draw off.

The trouble betwixt us seems to have been this: That whereas I (since I had first set eyes on his great hat) thought singly of James More, his return and suspicions, she made so little of these that I may say she scarce remarked them, and all her trouble and doings regarded what had passed between us in the night before. This is partly to be explained by the innocency and boldness of her character, and partly because James More, having sped so ill in his interview with me, or had his mouth closed by my invitation, said no word to her upon the subject. And she had accordingly it soon appeared we were at cross purposes.

I had looked to find her in clothes of her own. I found her (as if her father were forgotten) wearing some of the best that I had bought for her and which she knew or thought that I admired her in. I had looked to find her intimate my affection of distance and be most precise and formal; instead I found her flushed and wildlike, with eyes extraordinary bright and a painful and varying expression, calling me by name with a sort of tenderness and referring and deferring to my thoughts and wishes like an anxious or a suspected wife.

But this was not for long. As I beheld her so regardless of her own interests, which I had jeopardized and was now endeavoring to recover, I redoubled my own coldness in the manner of a lesson to the girl. The more she came forward the farther I drew back. The more she betrayed the closeness of our intimacy the more pointedly I became distant. I had scarce given me greeting as one engaged with eating might have observed the opposition, in the midst of which of a sudden she became wholly changed, and I told myself, with a good deal of relief, that she had taken the hint at last.

All day I was at my classes or in quest of my lodging, and through the hour of our customary walk hung miserably on my hands I cannot say but I was happy on the whole to find my way cleared, the girl again in proper keeping, the father satisfied or at least acquiescent, and myself free to prosecute my love with honor. At supper, as at all our meals, it was James More that I had to talk. No doubt but he talked well if any one could have believed him. But I will speak of him presently more at large. The meal at an end, he rose, got his greatcoat, and looking, as I thought, at me observed he had affairs abroad. I took this for a hint that I was to be going also and got up, whereupon the girl, who had scarce given me greeting at my entrance, turned her eyes on me wide open, with a look that bade me stay.

thought to be duplicity. "Why, Mr. David," said he, "since you are so obliging as to propose it, you might show me the way to a certain tavern" (of which he gave the name), "where I hope to fall in with some old companions in arms."

There was no more to say, and I got me the place, when I thought how young I was, I blushed all over and could almost have found in my heart to have desisted, only that, if once I let them go from Leyden without explanation, I might lose her altogether. And in the second place, there was our very irregular situation to be kept in view and the rather scant measure of satisfaction I had given James More that morning. I concluded, on the whole, that delay would not hurt anything, yet I would not delay too long neither, and got to my cold bed with a full heart.

The next day as James More seemed a little on the complaining hand in the matter of my chamber, I offered to have the furniture, and coming in the afternoon, with porters bringing chairs and tables, found the girl once more left to herself. She greeted me on my admission civilly, but withdrew at once to her own room, of which she shut the door. I made my disposition and paid and dismissed the men so that she might hear them go, when I supposed she would at once come forth again to speak to me. I waited yet awhile, then knocked upon her door.

"Catrina!" said I. The door was opened so quickly, even before I had the word out, that I thought she must have stood behind it listening. She remained there in the interval quite still, but she had a look that I cannot put a name on, as of one in a bitter trouble.

"Are we not to have our walk today either?" she faltered. "I am thanking you," she said. "I will not be caring much to walk now that my father is come home."

"But I think he has gone out himself and left you here alone," said I.

"And do you think that was very kind of him?" she asked.

"It was not unkindly meant," I replied. "What ails you, Catrina? What have I done to you that you should turn me like this?"

"I do not turn from you at all," she said, speaking very carefully. "I will ever be grateful to my friend that was good to me. I will ever be his friend in all that I am able. But now that there is a difference to be made, and I think there are some things said and done that would be better to be forgotten. But I will ever be your friend in all that I am able, and if that is not all that—if it is not so much—now that you will be caring! But I would not have you think of me too hard. It was true what you said to me, that I was too young to be advised, and I am hoping you will remember I was just a child. I would not like to lose your friendship at all events."

She began this very pale, but before she was done the blood was in her face like scarlet, so that not her words only, but her face and the trembling of her very hands, besought me to be gentle. I saw for the first time how very wrong I had done to place the child in that position where she had been entrapped into a moment's weakness, and now stood before me like a person shamed.

"Miss Drummond," I said, and struck, and made the same beginning once again, "I wish you could see into my heart," I cried. "You would read there that my respect is undiminished. If that were possible, I should say it was increased. This is but the result of the mistake we made a look that I cannot put all of our life here I promise you it shall never pass my lips; I would like to promise you, too, that I would never think of it, but it's a memory that will be always dear to me. And as for a friend, you have one here that would die for you."

"Well," said I, "we shall be friends always, that's a certain thing. But this is a kind of a farewell, too; it's a kind of a farewell after all, I shall always know Miss Drummond, but this is a farewell to my Catrina."

I looked at her—I could hardly say I saw her—but she seemed to grow great and brighter in my eyes, and with that I suppose I must have lost my head, for I called out her name again and made a step at her with my hands reached forth.

She shrank back like a person struck, her face flamed, but the blood sprang no faster up into her cheeks than it had failed back upon my own breast, which of it with penitence and concern. I found no words to excuse myself, but bowed before her very deep and went my ways out of the house with death in my bosom.

I think it was about five days that followed without any change. I saw her scarce ever but at meals, and then of course in the company of James More. It was not until a moment, I made it my duty to behave the more distantly and to multiply respectful attentions, having always in my mind's eye that picture of the girl shrinking and fuming in a blush, and in my heart more pity for her than I could depict in words. I was sorry enough for myself, I need not dwell on that, having fallen all my length and more than all my height in a few seconds; but indeed I was near as sorry for the girl, and sorry enough to be scarce angry with her save by fits and starts. Her plea was good. She was a child. She had been placed in an unfair position. If she had deceived herself and me, it was no more than was to have been looked for.

And for another thing she was now very much alone. Her father when he was by was rather a caressing parent, but he was very easy led away by his affairs and pleasures, neglected her with respect to compunction or remark, spent his nights in taverns when he had the money, and even in the course of these few days failed once to come to a meal, which Catrina and I were at last compelled to partake of without him. It was the evening meal, and I left immediately that I had been observing I supposed she would prefer to be alone, to which she agreed, and (strange as it may seem) I quite believed her.

Indeed I thought myself but an eyesore to the girl, and a reminder of a moment's weakness that she now abhorred to think of. So she must sit alone in that room where she and I had been so merry, and in the blink of that chimney whose light had shone upon our many difficult and tender moments. There she must sit alone and think of herself as of a maid who had most unaccountably professed her affections and had the same rejected. And in the meanwhile I would be alone some other place and reading myself (whenever I was tempted to be angry) lessons upon human frailty and female delicacy. And altogether I suppose there were never two poor fools made themselves more unhappy in a greater misconception.

As for James, he paid not so much heed to us as to anything in nature but his pocket, and his belly, and his prating talk. Before 12 hours were gone he had raised a small loan of me. Before 30 he had asked for a second and been refused. Money and refusal he took with the same kind of good nature. Indeed he had an outside air of magnanimity that was very well fitted to impose upon a daughter, and the light in which he was constantly presented in his talk and the man's fine presence and great ways went together pretty harmoniously. So that a man that had no business with him and either any life penetration or a furious dose of prejudice might almost have been taken in. To me, after my first two interviews, he was as plain as print. I saw him to be perfectly selfish, with a perfect innocency in the same, and I would have hearken to his swaggering talk of arms, and "an old soldier," and "a poor highland gentleman," and "the strength of my country and my friends" as I might to the babbling of a parrot.

The odd thing was that I fancy he believed some part of it himself, or did at times. I think he was so false all through that he scarce knew when he was lying, and for one thing his moments of dejection must have been wholly genuine. There were times when he would be the most kind, affectionate, clinging creature possible, holding Catrina's hand like a big baby and begging of me not to leave if I had any love to him, of which indeed I had none, but all the more to his daughter. He would press and indeed beseech us to entertain him with our talk, a thing very difficult in the state of our relations, and again break forth in pitiable regrets for his own hard and friends or into Gaelic singing.

And it used to ent me to the quick to see Catrina so much concerned for the old rogue and weeping herself to see him weep, when I was sure one-half of his distress flowed from his last night's drinking in some tavern. There were times when I was tempted to lend him a round sum and see the last of him for good, but this would have been to see the last of Catrina as well, for which I was scarcely as prepared, and, besides, it went against my conscience to squander my good money on one who was so little of a husband.

CHAPTER XXVI. A TWOSOME.

"I am rather glad to have a word alone with you," says he, "because in our last interview there were some expressions you misapprehended and I have long meant to set you right upon. My daughter stands beyond doubt. So do you, and I would make that good with my sword against all gainsayers. But my dear David, this world is a censorious place, and you should know it better than myself, who have lived ever since the days of my late departed father (God save him) in a perfect state of calumny! We have to face to that. You and me do for of that. And he wagged his head like a minister in a pulpit.

"To what effect, Mr. Drummond?" said I. "I would be obliged to you if you would approach your point."

"I know at least that James was in one of his fits of gloom, when I received three letters. The first was from Alan, offering to visit me in Leyden; the other two were out of Scotland and prompted by the same affair, which was the death of my uncle and my own complete accession to my rights. Bankellar's was of course wholly in the business view; Miss Grant's was like herself, a little more witty than wise, full of blame to me for not having written (though how was I to write with such intemperance) of rallying talk about Catrina, which I little mean to the quick to read in her very presence.

For it was of course in my own rooms that I found them when I came to dinner, so that I was surprised, out of my news in the very first moment of reading it. This made a welcome diversion for all three of us, nor could any have foreseen the ill consequences that ensued. It was accident that brought the three letters the same day, and that gave them into my hand in the same room with James More. And of all the events that flowed from that accident, and which I might have prevented if I had held my tongue, the truth is that they were pre-ordained before Agricola came into Scotland or Alan had set out upon his travels.

The first that opened was naturally Alan's, and what more natural than that I should comment on his design to visit me? But I observed James to sit up with an air of immediate attention.

"Is that not Alan Breck that was suspected of the Appin accident?" he inquired.

"I told him 'aye,' it was the same, and he withheld me some time from my other letters, asking of our acquaintance, of Alan's manner of life in France, of which I knew very little, and further of his visit as now proposed.

"All we forfeited folk hang a little together," he explained, "and besides I know the gentleman, and though his design is no true right to use the name of Stewart—he was very much admired in the day of Drummachie. He did there like a soldier. If some that need not be named had done as well, the upshot need not have been so melancholy to remember. There were two that did their best that day, and it makes a bond between the pair of us."

I could scarce refrain from shooting out my tongue at him and could almost have wished that Alan had been there to have inquired a little further into that mention of his birth, though they tell me the same was indeed not wholly regular.

Meanwhile I had opened Miss Grant's and could not withhold an exclamation. Catrina cried, forgetting the first time since her father's arrival to address her with a handle, "I am come into my kingdom fairly. I am the laird of Shaws indeed. My uncle is dead at last."

She clasped her hands together, leaping from her seat. The next moment it must have come over both of us at once what little cause of joy was left to either. We stood opposite, staring on each other sadly.

But James showed himself a ready hypocrite. "My daughter," says he, "is this how your cousin learned you to be so? Mr. David has led a near friend, and we should first expel him with him on his bereavement."

"'Tis a good soldier's philosophy," says James. "Tis the way of flesh—we must all go, all go. And if the gentleman was so far from your favor, why, very well! But we may at least congratulate you on your accession to your estates."

"Now can I say that either?" I replied, with the same heat. "It is a good estate, what matters that to a lone man that has enough already? I had a good revenue before in my frugality, and but for the man's death—which gratifies me, shame and 'an old soldier,' and 'a poor highland gentleman,' and 'the strength of my country and my friends' as I might to the babbling of a parrot."

The odd thing was that I fancy he believed some part of it himself, or did at times. I think he was so false all through that he scarce knew when he was lying, and for one thing his moments of dejection must have been wholly genuine. There were times when he would be the most kind, affectionate, clinging creature possible, holding Catrina's hand like a big baby and begging of me not to leave if I had any love to him, of which indeed I had none, but all the more to his daughter. He would press and indeed beseech us to entertain him with our talk, a thing very difficult in the state of our relations, and again break forth in pitiable regrets for his own hard and friends or into Gaelic singing.

And it used to ent me to the quick to see Catrina so much concerned for the old rogue and weeping herself to see him weep, when I was sure one-half of his distress flowed from his last night's drinking in some tavern. There were times when I was tempted to lend him a round sum and see the last of him for good, but this would have been to see the last of Catrina as well, for which I was scarcely as prepared, and, besides, it went against my conscience to squander my good money on one who was so little of a husband.

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follow, is sometimes in a little bit. He fell a glass of wine. "Though between you and me, I am no fast friend, it need not bother us long. The point, I need scarcely tell you, is my daughter. And the first thing is that I have no thought in my mind of blaming you. In the foregoing circumstances what should you do else? 'Deed and I cannot tell.'"

"I thank you for that," said I, pretty close upon my guard.

"I have beside studied your character," he went on. "Your talents are fair; you seem to have a moderate competence, which does no harm. And one thing with another I am very happy to have to announce to you that I have decided on the latter of the two ways over."

"I am afraid I am dull," said I. "What ways are there of it?"

He bent his brows upon me formidably and uncrossed his legs. "Why, sir," says he, "I think I need scarce describe them to a gentleman of your condition—either that I should cut your throat or that you should marry my daughter."

"You are pleased to be quite plain at last," said I.

"And I believe that I have been plain from the beginning!" cries he robustly. "I am a careful parent, Mr. Balfour; but I thank God, a patient and deliberate man. There is many a father, sir, that would have hired you at once either to the altar or the field. My esteem for your character!"

"Mr. Drummond," I interrupted, "if you have any esteem for me at all I will beg of you to moderate your voice. It is quite needless to rowl at a gentleman in the same chamber with yourself and lending you his best attention."

"Why, truly," says he, with an immediate change, "And you must excuse the agitations of a parent."

"I understand you, then," I continued, "I will take no note of your other alterative, which perhaps it was a pity you let fall—understand you rather to speak through first of all and not to interrupt till I have done."

"It is not possible to express my meaning better," said he, "and I see we shall do well together."

"That remains to be yet seen," said I. "But so much I need make no secret of—that I believe the lady you refer to is the most tender affection and I could not fancy, even in a dream, a better fortune than to get her."

"I was sure of it—I felt certain of you, David," he cried, and reached out his hand to me.

I put it by. "You go too fast, Mr. Drummond," said I. "There are conditions to be made, and there is a difficulty in the path which I see not entirely how we shall come over. I have told you by my own side, there is no objection to the marriage, but I have good reason to believe there will be much on the young lady's side."

"This is all beside the mark," says he. "I will engage for her acceptance."

"I think you forget, Mr. Drummond," said I, "that even in dealing with myself you have been betrayed into two three unpalatable expressions. I will have none such applied to the young lady; I am here to speak and think for the two of us, and I give you to understand that I will not have a word forced upon myself that would let a husband be forced on the young lady."

He sat and glowered at me like one in doubt and a good deal of temper.

"So that this is to be the way of it," I concluded. "I will marry Miss Drummond, and that blithely, if she is entirely willing, but if there be the least unwillingness as I have reason to fear, marry her I will never."

"Well, well," said he, "this is a small affair. As soon as she returns I will sound her a bit and hope to reassure you."

But I went out in again. "Not a finer of you, Mr. Drummond, or I cry off, and you can seek a husband to your daughter somewhere else," said I. "It is I that am to be the only dealer and the only judge. I shall satisfy myself exactly, and none else shall meddle—'you the least of all.'"

"Upon my word, sir," he exclaimed, "and who are you, to be the judge?"

"The bridegroom, I believe," said I. "This is to be gubbed," he cried. "You turn your back upon the facts. The girl is my daughter—has no choice left to her exercise. Her character is gone."

"And I ask your pardon," said I, "but while this matter lies between her and you and me, that is not so."

"What security have I?" he cried. "Am I to let my daughter's reputation depend upon a chance?"

"You should have thought of all this long ago," said I, "before you were so misguided as to lose your daughter and not afterward, when it is quite too late. I refuse to regard myself as any way accountable for your neglect, and I will be browbeaten by no man living. My mind is quite made up, and come what may I will not depart from it a hair's breadth. You and me are to sit here in company till her return, upon which, without either word or look from you, she and I are to go forth again to hold our talk. If she can satisfy me that she is willing to this step, I will then make it; and if she cannot I will not."

He leaped out of his seat like a man stung. "I can spy your maneuver," he cried; "you would work upon her to refuse!"

"Maybe aye and maybe no," said I. "That is the way it is to be, whatever."

"And if I refuse?" cries he.

"Then, Mr. Drummond, it will have to come to the throat cutting," said I. "Why, with the use of the man, is great length of arm, in which he came near rivaling his father, and his reputed skill at weapons, I did not use this word without some trepidation, to say nothing at all of the circumstance that he was Catrina's father. But I might have spared myself alarms. From the poorness of my lodging—he does not seem to have remarked his daughter's dresses, which were indeed all equally new to him—and from the fact that I had sworn myself averse to lend, he had embraced a strong idea of my poverty. The sudden news of my estate convinced him of his error, and he had made but the one bound of it, on this fresh venture, to

CORRIG COLLEGE.

Report of the Gratifying Progress as Made During the Term Just Brought to a Close.

Further Improvements Contemplated on Every Hand Result of the Examinations.

The annual reports of Victoria's Boys' College, with tabulated lists of the results of the recent examinations, are issued this morning. Principal Church, in his report, congratulates both masters and students on the energy, loyalty and enthusiasm which has accompanied during the past year more than the most sanguine had hoped for. Already in standards of scholarship, as on the cricket and football fields, the "white and blue" leads the van. The college has a full complement of numbers, "a strong pull and a pull all together" will, from present indications, inevitably place "Corrig" ahead of Victoria college, St. Francis, and the college that now leads them on the Pacific Slope. Besides the enlargement of the boarding department and arranging for another class to be shortly added to the college, Principal Church, in the spring, or before, to return to England and arrange for the equipment of complete practical and theoretical science and art departments of the college, bringing back a qualified staff of University graduates to take charge of every branch of the work. He has already procured the land on one of the lakes for hunting, fishing and summer camp, and also in another very suitable location for private lawn tennis and cricket grounds when the college needs them in the future.

The Board of Examiners, consisting of the Right Rev. Bishop of Columbia, D.D.; Ven. Archdeacon Carter; Ven. Canon J. W. Church, M.A., and Mr. H. G. Ward, M.A., L.L.B., report fully on the individual standing and efficiency of each student, and although this year the papers have been quite up to the standard of Oxford and Cambridge local examinations for pupils of a similar age, it is satisfactory to notice that the averages are fully as high as those of the local examinations. Even a better sign of general efficiency throughout the college is the fact that whilst last year only three students had a general average of less than thirty-three per cent, this year not one single student had an average of less than forty per cent, and three only have now a general average of less than fifty per cent.

In class subjects the following students lead with marks of distinction:

- Language and Grammar—(Class 1) G. Kitto, 85; H. Lawson, 85; (Class 2) H. Wilson, 85; A. Vernon, 85; (Class 3) R. H. Wilmot, 76; (Class 3) J. L. Harris, 76; (Class 4) R. H. Wilmot, 76; (Class 5) J. L. Harris, 76; (Class 6) R. H. Wilmot, 76; (Class 7) R. H. Wilmot, 76; (Class 8) R. H. Wilmot, 76; (Class 9) R. H. Wilmot, 76; (Class 10) R. H. Wilmot, 76; (Class 11) R. H. Wilmot, 76; (Class 12) R. H. Wilmot, 76; (Class 13) R. H. Wilmot, 76; (Class 14) R. H. Wilmot, 76; (Class 15) R. H. Wilmot, 76; (Class 16) R. H. Wilmot, 76; (Class 17) R. H. Wilmot, 76; (Class 18) R. H. Wilmot, 76; (Class 19) R. H. Wilmot, 76; (Class 20) R. H. Wilmot, 76; (Class 21) R. H. Wilmot, 76; (Class 22) R. H. Wilmot, 76; (Class 23) R. H. Wilmot, 76; (Class 24) R. H. Wilmot, 76; (Class 25) R. H. Wilmot, 76; (Class 26) R. H. Wilmot, 76; (Class 27) R. H. Wilmot, 76; (Class 28) R. H. Wilmot, 76; (Class 29) R. H. Wilmot, 76; (Class 30) R. H. Wilmot, 76; (Class 31) R. H. Wilmot, 76; (Class 32) R. H. Wilmot, 76; (Class 33) R. H. Wilmot, 76; (Class 34) R. H. Wilmot, 76; (Class 35) R. H. Wilmot, 76; (Class 36) R. H. Wilmot, 76; (Class 37) R. H. Wilmot, 76; (Class 38) R. H. Wilmot, 76; (Class 39) R. H. Wilmot, 76; (Class 40) R. H. Wilmot, 76; (Class 41) R. H. Wilmot, 76; (Class 42) R. H. Wilmot, 76; (Class 43) R. H. Wilmot, 76; (Class 44) R. H. Wilmot, 76; (Class 45) R. H. Wilmot, 76; (Class 46) R. H. Wilmot, 76; (Class 47) R. H. Wilmot, 76; (Class 48) R. H. Wilmot, 76; (Class 49) R. H. Wilmot, 76; (Class 50) R. H. Wilmot, 76; (Class 51) R. H. Wilmot, 76; (Class 52) R. H. Wilmot, 76; (Class 53) R. H. Wilmot, 76; (Class 54) R. H. Wilmot, 76; (Class 55) R. H. Wilmot, 76; (Class 56) R. H. Wilmot, 76; (Class 57) R. H. Wilmot, 76; (Class 58) R. H. Wilmot, 76; (Class 59) R. H. Wilmot, 76; (Class 60) R. H. Wilmot, 76; (Class 61) R. H. Wilmot, 76; (Class 62) R. H. Wilmot, 76; (Class 63) R. H. Wilmot, 76; (Class 64) R. H. Wilmot, 76; (Class 65) R. H. Wilmot, 76; (Class 66) R. H. Wilmot, 76; (Class 67) R. H. Wilmot, 76; (Class 68) R. H. Wilmot, 76; (Class 69) R. H. Wilmot, 76; (Class 70) R. H. Wilmot, 76; (Class 71) R. H. Wilmot, 76; (Class 72) R. H. Wilmot, 76; (Class 73) R. H. Wilmot, 76; (Class 74) R. H. Wilmot, 76; (Class 75) R. H. Wilmot, 76; (Class 76) R. H. Wilmot, 76; (Class 77) R. H. Wilmot, 76; (Class 78) R. H. Wilmot, 76; (Class 79) R. H. Wilmot, 76; (Class 80) R. H. Wilmot, 76; (Class 81) R. H. Wilmot, 76; (Class 82) R. H. Wilmot, 76; (Class 83) R. H. Wilmot, 76; (Class 84) R. H. Wilmot, 76; (Class 85) R. H. Wilmot, 76; (Class 86) R. H. Wilmot, 76; (Class 87) R. H. Wilmot, 76; (Class 88) R. H. Wilmot, 76; (Class 89) R. H. Wilmot, 76; (Class 90) R. H. Wilmot, 76; (Class 91) R. H. Wilmot, 76; (Class 92) R. H. Wilmot, 76; (Class 93) R. H. Wilmot, 76; (Class 94) R. H. Wilmot, 76; (Class 95) R. H. Wilmot, 76; (Class 96) R. H. Wilmot, 76; (Class 97) R. H. Wilmot, 76; (Class 98) R. H. Wilmot, 76; (Class 99) R. H. Wilmot, 76; (Class 100) R. H. Wilmot, 76; (Class 101) R. H. Wilmot, 76; (Class 102) R. H. Wilmot, 76; (Class 103) R. H. Wilmot, 76; (Class 104) R. H. Wilmot, 76; (Class 105) R. H. Wilmot, 76; (Class 106) R. H. Wilmot, 76; (Class 107) R. H. Wilmot, 76; (Class 108) R. H. Wilmot, 76; (Class 109) R. H. Wilmot, 76; (Class 110) R. H. Wilmot, 76; (Class 111) R. H. Wilmot, 76; (Class 112) R. H. Wilmot, 76; (Class 113) R. H. Wilmot, 76; (Class 114) R. H. Wilmot, 76; (Class 115) R. H. Wilmot, 76; (Class 116) R. H. Wilmot, 76; (Class 117) R. H. Wilmot, 76; (Class 118) R. H. Wilmot, 76; (Class 119) R. H. Wilmot, 76; (Class 120) R. H. Wilmot, 76; (Class 121) R. H. Wilmot, 76; (Class 122) R. H. Wilmot, 76; (Class 123) R. H. Wilmot, 76; (Class 124) R. H. Wilmot, 76; (Class 125) R. H. Wilmot, 76; (Class 126) R. H. Wilmot, 76; (Class 127) R. H. Wilmot, 76; (Class 128) R. H. Wilmot, 76; (Class 129) R. H. Wilmot, 76; (Class 130) R. H. Wilmot, 76; (Class 131) R. H. Wilmot, 76; (Class 132) R. H. Wilmot, 76; (Class 133) R. H. Wilmot, 76; (Class 134) R. H. Wilmot, 76; (Class 135) R. H. Wilmot, 76; (Class 136) R. H. Wilmot, 76; (Class 137) R. H. Wilmot, 76; (Class 138) R. H. Wilmot, 76; (Class 139) R. H. Wilmot, 76; (Class 140) R. H. Wilmot, 76; (Class 141) R. H. Wilmot, 76; (Class 142) R. H. Wilmot, 76; (Class 143) R. H. Wilmot, 76; (Class 144) R. H. Wilmot, 76; (Class 145) R. H. Wilmot, 76; (Class 146) R. H. Wilmot, 76; (Class 147) R. H. Wilmot, 76; (Class 148) R. H. Wilmot, 76; (Class 149) R. H. Wilmot, 76; (Class 150) R. H. Wilmot, 76; (Class 151) R. H. Wilmot, 76; (Class 152) R. H. Wilmot, 76; (Class 153) R. H. Wilmot, 76; (Class 154) R. H. Wilmot, 76; (Class 155) R. H. Wilmot, 76; (Class 156) R. H. Wilmot, 76; (Class 157) R. H. Wilmot, 76; (Class 158) R. H. Wilmot, 76; (Class 159) R. H. Wilmot, 76; (Class 160) R. H. Wilmot, 76; (Class

NEWS OF THE PROVINCE.

Fraser Salmon Fishing—East Wellington Miners and Manager Come to Terms.

Favorable Season for Hydraulic Mining at Quemesle—Fatal Accident Near Kamloops.

(Special to the Colonist.)

VANCOUVER, July 13.—A. M. Beattie has been appointed Consul for the Hawaiian Islands.

The steamer Joan caught fire while trying to drop the Islander on Saturday. It was promptly put out.

VANCOUVER, July 11.—A shipment of shale, or canal coal, arrived on the Warrimoo, consigned to Messrs. De Wolf and Monro. The following is the analysis of the shale by Prof. G. H. Halop:

Table with 2 columns: Item and Percentage. Includes Gas per ton of 30 cwt. at 60 Fahr. and 100 Fahr., and Moisture per cent.

Remarks.—This canal coal possesses richness all that I have seen or heard of, and as it parts with its volatile matter very readily, it could not, as a matter of course, be advantageously employed unless in admixture with the best of the local coal.

Mr. de Wolf said that only about 9,000 cubic feet of gas with an illuminating power of eight or nine candles per cubic foot per ton of coal now used in the gas works here, and that there is a great advantage in favor of canal coal or shale.

Sidney Purdy was a passenger on the Warrimoo. He is a son of one of Australia's largest contractors. He may remain in British Columbia, if so he will be an addition to the little army of cyclers.

C. Hudson, a Warrimoo passenger, son of the journalist and Government stenographer of that name in Ottawa, and nephew of Mr. Hudson, of Vancouver, is commencing work in the steamship business.

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Society's exhibition will be held here from September 23 to 29 inclusive.

Eventful and packing spring salmon on Saturday, having a number of cases on special orders for these fish.

The fishermen state that the owners will contract for fish at figures exceeding six cents each, which they will not be satisfied with that price. They want ten cents per fish.

The largest red spring salmon of the season was caught last night by one of the C. F. Fryer's boats. It weighed the scales at 65 pounds. The monster will be shipped to Australia by the Warrimoo.

Steamer Wellington arrived in Departure Bay last night from San Francisco. It is the only steamer to have been ordered to the North star, and about 30 degrees above the horizon.

The tall was pointing towards the southeast, and the course of the comet was in a slightly oblique direction away from the earth. Local star-gazers could not believe at first that it was a comet, as none had been headed by the observatory; but as the comet progressed it became quite distinct, and about 1 o'clock it was reported to the naked eye it appeared to travel slowly.

New Westminster, July 11.—The tramway company will require ten teams to carry the Westminster and district Oranges to Vancouver to-morrow, where they will be sold by auction. The weather looks decidedly threatening, and fears of a heavy downpour to-morrow are entertained.

It is understood that the police commission has been formed, and that the force of reducing the strength of the police force by two men.

The Lahn Lumber and Delta paper want to be the owners of the Quemesle Canal and Hydraulic Mining Company, with a capital stock of \$250,000 in \$5 shares.

W. L. Johnson & Co. ship six carloads of shingles East to-morrow.

Several boats on boats out prospecting for sockeyes and are picking all they can catch, though the run is still very small, the largest take last night being 33 fish. The run is steadily but slowly improving.

Inspector of Fisheries McNab returned last night from an official visit to Agassam Lake and creek, north of Pender Harbor. Mr. McNab's mission was to ascertain if salmon were making their way up the creeks to the lakes to spawn, and he found that they attempted to do so, they could not get up far, an old log jam being the cause. He gave instructions to have the jam and two stone walls built by Indians to trap salmon, immediately removed.

Frontier salmon packers say they are having a better season than they expected, the pack on the English market, across the continent by rail, and thence by Atlantic liners to Liverpool and London. They do not think, however, that more than a small portion of the pack will be handled by the new route, whatever may be the case in future. A good many vessels have already been chartered to load salmon for export to Europe, and several more are being chartered to load to the coast.

The three great transcontinental routes, the Canadian Pacific, Northern Pacific and Great Northern, are all working to secure a share of the salmon carrying business, and this competition has brought the cost of transportation down to much lower figures than ever offered in the past, but not quite so low, all things considered, as the cost by sailing vessels. The cost of transportation by the new route, whatever may be the case in future. A good many vessels have already been chartered to load salmon for export to Europe, and several more are being chartered to load to the coast.

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TRYON'S FATAL ORDER.

LONDON, July 11.—The Globe says it is authorized to publish the statement, to the effect that all the captains of the vessels that took part in the recent manœuvres of the British Mediterranean squadron off Tripoli, were to be tried by court-martial. According to the story which appeared in the Graphic of the 10th inst. it was that they had not obeyed Admiral Tryon's signals for the desertion of the British Mediterranean squadron. The Globe says the manœuvres were just being given when the Campden struck the "Victoria," the flagship of the squadron. The "Victoria" was not hit, but she had to turn before the "Victoria" and was damaged. The Globe further says that three years ago, Admiral Tryon, who was commanding the Mediterranean squadron, signalled an order for the desertion of the British Mediterranean squadron off Tripoli, and his own flag-ship, the "Victoria," was damaged. The Globe further says that three years ago, Admiral Tryon, who was commanding the Mediterranean squadron, signalled an order for the desertion of the British Mediterranean squadron off Tripoli, and his own flag-ship, the "Victoria," was damaged.

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