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atter of Lot 1615, Victoria City,
the Matter of an Application on
of Charles William Ringler
son for an Indefeasible Title to
s hereby given that it is my in-
ssue a Certificate of Indefeasible
to the above land to Charles
Ringler Thomson on the 24th day
ber, 1904, unless in the meantime
jection thereto be made to me
y a person claiming an estate or
ereditary, or in any part thereof.

S. Y. WOODTON,
Registry Office,
oria, B. C., 21st June, 1904.

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itory; outfit free. Send 25 cents
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insects. Stone & Wellington,
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B. C.

WANTED—Experienced male
for Delta public school; salary
month. Apply personally or to
John Oliver, Secy. Board of
s, Delta P. O.

UNDIED SOON RECOVER.
nchison, Aug. 30.—Dr. P. E. Free-
county health officer of England,
travelling around the world investi-
gating the sanitary and hospital con-
itions in various countries, has ar-
ved from the Orient.

visiting the scene of warfare at
nd Manchuria, he spent consider-
e visiting the big hospitals for the
soldiers and sailors of Japanese
and Russia. Dr. Freeman-
re are no split or dum dum bullets
d the wounded, even when shot
what is generally regarded as a
t, healed quickly, and there is but
liming for life. The Russian bul-
a little larger than the Japanese,
n make a clear cut wound, and
easoning from wounds properly
e very rare. One reason for this
ct that the bullets are sterilized
heat which is expended by their
e swiftly through the hole of the
the friction while flying through

EASANT DUTY.—"When I know
worthy of recommendation, I con-
y duty to tell it," says Rev. Jas.
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al Powder has cured me of Catarrh
ears standing. It is certainly mag-
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TWICE-A-WEEK EDITION
VICTORIA, B. C., TUESDAY, SEPTEMBER 6, 1904.

APPALLING CASUALTIES IN OPPOSING ARMIES

Japanese Losses Will Probably Reach Ten Thousand, While Those of the Russians Are Placed at Five Thousand--Liao Yang Reported to Be Burning--Fighting in Progress.

(Associated Press.)

Beyond establishing the fact that Kouropatkin has withdrawn the main position of his forces to the north bank of the Taitse river, and that the action is still in progress, to-day's dispatches do not give a clear idea of the situation at Liao Yang.

Accepting the St. Petersburg advices at their face value, it would seem that the Russian commander effected a partial retirement, placing the river between himself and the main body of the Japanese, and at the same time establishing a position that will enable him to oppose the force under General Kuroki, which succeeded in crossing the river and is now attacking the left.

The same dispatches say that the position Kouropatkin now occupies is the one he had prepared and fortified, and where he has all along planned to make his second stand, instead of directly in and around Liao Yang, with the river at his back, as has been believed.

On the other hand, Tokio dispatches say that the Russians were closely pressed and much disorganized in their retirement across the Taitse.

The report from Marshal Oyama that he was engaged with the Russian centre, would indicate that at least a portion of Kouropatkin's army is still on the south bank of the river.

While it is not definitely stated that the Japanese have occupied Liao Yang, Tokio reports that the town is burning.

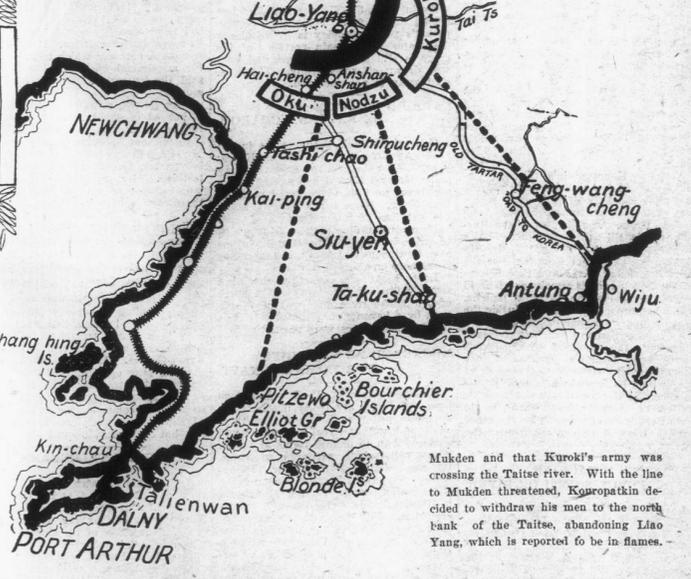
It does not appear that the Japanese main army has as yet crossed the Taitse, and details of to-day's fighting are entirely lacking.

Oyama reports that his losses from August 29th to September 1st were 10,000.

The Russian casualties of August 31st and September 1st are given in official reports as 5,000 killed and wounded.

THE BATTLE AT LIAO YANG

This cut shows the position of the rival armies when the fighting began on Tuesday. The Russian forces formed a semi-circle about six miles from Liao Yang. On Thursday they were forced to abandon the first line of defence southward. Then arrived the news that a Japanese force was moving from the northeast of



Mukden and that Kuroki's army was crossing the Taitse river. With the line to Mukden threatened, Kouropatkin decided to withdraw his men to the north bank of the Taitse, abandoning Liao Yang, which is reported to be in flames.

St. Petersburg, Sept. 1.—10.10 p.m.—Gen. Kouropatkin has withdrawn his whole army to the right bank of the Taitse river to meet Gen. Kuroki's flank-
ing movement.

WHOLE ARMY HAS
CROSSED THE RIVER.

St. Petersburg, Sept. 2.—12.06 a.m.—The news of the occupation of Liao Yang and the withdrawal of the Russian army to the right bank of the Taitse river reached only a small section of the people of St. Petersburg at a late hour, and caused intense excitement and dis-
appointment.

The majority of the inhabitants retired to rest, believing that the Russian army had again been successful, and that the Japanese attacks had been repulsed. Ugly

suspensions, however, had been revived during the day, owing to the absence of press telegrams from Liao Yang, leading to the belief that the communication had been cut by Gen. Kuroki.

The following statement was obtained by the Associated Press from the war office at 10 o'clock Thursday night: "Gen. Kuroki's army crossed in force to the right bank of the Taitse river, and it therefore became necessary for the Russians to be in a position to repel a blow in this direction. In view of this development in the operations, Gen. Kouropatkin decided to abandon his position on the left bank, and to concentrate his whole army on the other side of the river. This position is one of the strongest, both in character and in site. The great issue will be finally decided there."

"By withdrawing to this position the Russian army avoids the danger of being

to keep the Russians south of Liao Yang until Gen. Kuroki should be able to strengthen the southeast. Gen. Kouropatkin, however cleverly saw the ruse and avoided it.

Up to the hour of filing this dispatch the war office has not given out the details of the fighting of September 1st, but it is believed that this fighting exceeded in fierceness that of any previous day.

A telegram from the Associated Press correspondent, filed at 9.27 on the evening of September 1st, states that the train between Mukden and Liao Yang has been interrupted, but the dispatch does not mention whether telegraph communications are open.

According to a dispatch from Liao Yang, Gen. Kuroki made his first attempt to cross the Taitse river late in the evening of August 31st, after the bombardment of the extreme Russian left. The Japanese artillery, which had been firing uninterruptedly for 14 hours that day, ceased about 11 o'clock, and was then replaced by a heavy bombardment of the extreme Russian left. The Japanese artillery, which had been firing uninterruptedly for 14 hours that day, ceased about 11 o'clock, and was then replaced by a heavy bombardment of the extreme Russian left.

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constantly calling by wireless telegraph "Smolensk" and "St. Petersburg." The Russian commanders, it is asserted, may suspect the proceeding to be a part of a plan of the Japanese to bring them within reach of their guns. The search will be continued.

ATTACKING RUSSIANS
NORTHEAST OF LIAO YANG.

Tokio, Sept. 2.—10 a.m.—The chief of staff of the centre Japanese army (Gen. Nodzu), telegraphing early this morning, conveyed that the Japanese centre was continuing to advance to-day with the object of taking a line from Shinchiyen to Liao Yang, and effecting a junction with the Japanese left (commanded by Gen. Oku).

The Russians began to retreat on the right centre from Liao Yang early on Thursday. They were thrown into great confusion while attempting to cross the right bank of the Taitse river, the Japanese pursuing them vigorously and seizing a Russian canon, which they used to shell the Liao Yang railway station.

Field Marshal Oyama's right attacked a heavy force of Russians in the vicinity of Haiyingtai, 12 miles northeast of Liao Yang, at 11 o'clock on Thursday. His left began at dawn to-day, pressing the Russians towards Taitseho. It is thought that he will severely punish the Russians.

The Japanese casualties in the Liao Yang campaign have not yet been ascertained officially. It is announced that they will not exceed 10,000.

REPORT THAT FIRE IS
RAGING AT LIAO YANG.

Tokio, Sept. 2.—3 p.m.—It is reported here that a conflagration is raging at Liao Yang.

RUSSIANS IN POSITION
TO RETIRE NORTHWARD.

St. Petersburg, Sept. 2.—1.25 p.m.—No absolute information has reached the war office confirming the reports that Liao Yang has been occupied by the Japanese, but it is positively known that Gen. Kouropatkin decided to withdraw from his positions south of Liao Yang to the north, or right bank, of the Taitse river on Tuesday night, and the orders were actually given as stated in these dispatches.

The war office presumes that the movement was carried out, as the latest advices yesterday have almost given up hope of dealing with De Cuverville, the French naval attaché, who left Port Arthur in a junk with Lieut. Giffgenheim, the German naval attaché, about the middle of August. He called to the authorities here on August 15th that he was about to leave, and that the American naval attaché had succeeded in getting on a junk. De Cuverville has not been heard of since starting. His family and the officials here are greatly alarmed. He is a son of Admiral De Cuverville.

BATTLE RESUMED
AT DAWN TO-DAY.

Tokio, Sept. 2.—10.30 a.m.—The fighting at Liao Yang was continued until a late hour last night.

It was resumed at dawn to-day. The fate of the great bulk of the retreating Russian army hinges upon the bravery and fortitude of its left flank.

TEN THOUSAND JAPS
KILLED AND WOUNDED.

Washington, Sept. 2.—The Japanese legation to-day received the following cable from Tokio:

"Marshal Oyama reports under date of September 1st that the enemy was unable to resist our force attack and is retreating towards Liao Yang."

"Our left and centre are hotly pursuing the enemy, who is in great confusion, trying to retire to the right bank of the Taitse river."

"We captured some ten and a half centimetre cannon, which are now being used to bombard the Liao Yang railway station."

"Our right is attacking the enemy at Haintai, 15 miles northwest of Liao Yang."

"Our casualties since the 29th are about ten thousand."

LITTLE NEWS IS GIVEN
OUT IN CAPITAL.

St. Petersburg, Sept. 2.—4.20 p.m.—At 4 o'clock this afternoon the war office received a dispatch from Petrohof, sent to the Emperor last night by Gen. Kouropatkin, dated 5 p.m. yesterday. As transmitted to the war office for publication, the information is extremely meagre, and only reveals the truth in the light of the interpretation of those who are conversant with the situation at Liao Yang. It is possible that it is justifiable on strategic grounds.

As communicated to the press, the dispatch states that an artillery battle preceded the hour of sending it, that the Russians were retiring upon their main positions, that Gen. Kuroki was attacking the Russian left, north of the Taitse river, that the railroad station, which is situated a mile northwest of Liao Yang, had been set on fire by Japanese shells, that the station had been transferred across the river to a point on the north bank, that Kouropatkin had passed in review the Third Siberian corps under Gen. Ivanoff, which suffered greatly in the earlier stages of the bat-

tle. The report that telegraphic communication between Liao Yang and Mukden has been severed is not admitted at the war office, which points out that it has only been receiving telegrams daily from

the search for the
volunteer steamers.

London, Sept. 1.—The British squadron of the Cape of Good Hope, cruising in the Indian Ocean, has failed thus far to communicate with the Russian volunteer fleet steamers Smolensk and St. Petersburg, although Admiral Durnford's cruisers are

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THE PILOTS OF THE PORT

An Account of Their Work—
How a Big Ship is Picked Up
in the Straits.

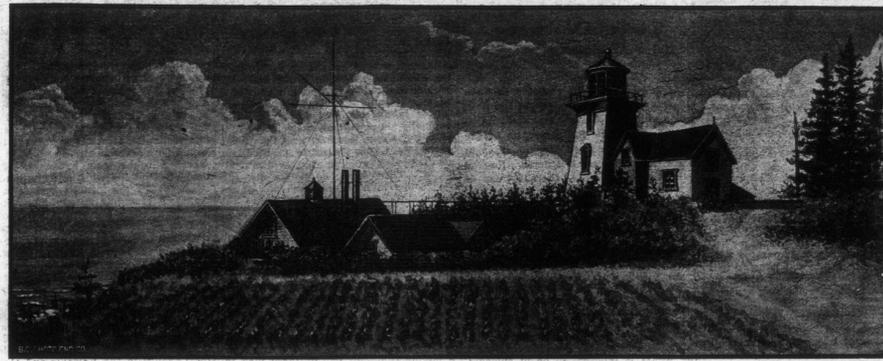
A big liner, after having crossed a vast water expanse, and braved every force a pilotless storm could hurl against her, is nearing her destination. She is creeping along slowly but steadily in spite of the fury of the seas, which seem to be in the heavens where the huge banks of clouds, chasing one another through the limitless space, present a spectacle of awe-inspiring activity. Away in the distance can be seen the lights of the city, like so many illuminated pin heads; but between them and the launch vessel there toss miles of billowing seas, and the stout-hearted master knows full well that he has not left danger in his wake, that many a noble ship has gone to her doom within easy reach of safety; and so he proceeds cautiously.

But he is not looking for the blinking lights of the city, nor the twinkling lamps in the heavens, nor the parts of a passing vessel. His eyes are searching the black, mysterious void about him for a tiny signal which he knows is tumbling about on the element on which he rides. Ahead of him and on either side he scans every yard of the distance until suddenly his face lights up and an expression of satisfaction escapes him—for his quest is ended.

Rising and falling, now riding on the crest of a wave, then disappearing in a valley, is a faint light, so faint indeed, that only a practiced eye can discern it. Slowly it grows brighter, until it becomes visible to passengers as well as seamen, and finally it is right alongside. Swinging through the air goes a rope from the

Carmanah Lighthouse

It was off this point, situated at the entrance to the Straits of Juan de Fuca, that the pilots formerly used to await the arrival of ships, and struggle for the task and emoluments of bringing them to port.



and valuable cargo, as though she was aware that on the bridge stands one who has sounded the depths and shoals, and who will guide her safely to port. And so she heads fearlessly through the gloom, past reef and rock, until she reaches the spot where her headlines shoot through the air and the responsibility of those to whom is entrusted the guardianship of a priceless freight is ended.

Seamanship companies, and shipping men who know, say that Victoria is one of the best pilotage ports on the continent; that it has a staff of the most efficient pilots; that its rates are among the most reasonable, and that its record is unmarred by calamitous marine occurrences under the presidency of any of the district pilots. It is true that there have been disasters in the Straits of Juan de Fuca, events of a comparatively recent date, but in none of these has a licensed pilot for the district figured. Every big trans-Pacific liner that touches at Victoria takes on a pilot, which includes the C. P. R. steamers, those of the Pacific Coast Steamship Company, the Nippon Yusen Kaisha, the China Mutual Company, and the large tonnage craft of other companies. The immunity from serious accidents which these vessels have enjoyed in the Straits is not due to the placidity of the waters, because experienced men describe them as being as dangerous as any on the coast. The Moon, it is true, sustained an accident which hid her up for quite a time some months ago, but she had no pilot aboard when it happened.

The limits for speaking vessels bound into Victoria or Esquimalt harbors are at or outside a line drawn from Williams Head to Trial Island. The port limits are as follows: Inside a line drawn from Clover Point to Botchie Ledge, and a line drawn from Botchie Ledge to Pisgah lighthouse, outside Scroggs Rocks and Williams Island. Seafolks indeed does a big ship get past the speaking limit line without being accosted, and should she do so the pilot board would require explanations from the members of the staff on duty at the time.

This district—Victoria and Esquimalt—has five licensed pilots. They are Capt. Thompson, Buckman, Balgoutin, Nemby and William Cox. In a way they should be considered as forming a company, as

board as master or mate; statement of services from time of first going to sea to date; certificate from last employer. Applicants must be British subjects of not less than twenty-five years of age, must have resided not less than two years in the province, and must be of good moral character and temperate habits. Should the requirements of the first condition above mentioned prove satisfactory to the pilotage board the applicant will be examined on his practical knowledge of the management of vessels and steamers under all circumstances of wind and weather, but particularly as to his knowledge of the navigation and pilotage of the district.

If the candidate qualifies under these conditions he is accepted as pilot on probation for six months, and if at the end of that time his conduct proves satisfactory his license will be confirmed on payment of the license fee of twenty-five dollars. It will be apparent from this that the aspirant for position on the mighty deep has quite a climb ahead of him when he starts his marine career. None of these conditions is relaxed, as their maintenance in full force is necessary to preserve an efficient staff of pilots.

These men are responsible to what is known as the pilotage board, a body of commissioners appointed by the Dominion government to carry out the "Act Respecting Pilotage." The present board consists of five members, as follows: J. G. Cox, chairman; Wm. Grant, A. B. Fraser, Jr., Joshua Kingham, and E. Crow Baker, secretary.

In a word the duty of this body is to exercise executive control over pilotage matters for the district. They are to see that the act and the by-laws based on the act are carried into effect, and if it is "up to them" to keep the pilot staff in an efficient state. They have almost unlimited power, fixing the rates to be collected, and as before stated, exercising complete jurisdiction over all details in pilotage for the district for which they are appointed, namely, Victoria and Esquimalt.

This is what is known as a compulsory pilotage port. With the exception of vessels engaged in coastwise trade, all entering Victoria or Esquimalt must either accept the services of a pilot or pay what is known as half pilotage, without one. This means that if a master prefers to run his steamer to port without the assistance of a pilot he will have to contribute a half rate. But vessels coming to the Royal Roads seeking cargoes or in distress are exempt from all charges. The object of this exemption in the former instance is to encourage shipping in this direction, while in the latter case it is manifest. The system of charges enforced in this district is most reasonable and equitable. The rates of pilotage for vessels entering or clearing from Victoria harbor are as follows:

Sailing vessels under sail, \$3 per foot depth; sailing vessels under steam, \$2; steamers, \$1.50.

Esquimalt harbor: Vessels under sail, \$2 per foot depth; vessels under steam or in tow, \$2; steamers, \$1.50.

Vessels proceeding from Victoria to Esquimalt and vice versa, and having discharged or received a portion of their cargo in either harbor, and having paid full pilotage into either harbor, in proceeding with the assistance of steam shall pay \$1.50 per foot. Of course there are modifications in rates such as those applying to ocean steamships carrying mail, freight or passengers, but the tariff given above is generally enforced. Pilotage dues are paid to the order of the pilotage board by the masters of vessels or in their default by the agents or consignees. The secretary keeps track of these and pays to each pilot his share of the earnings less ten per cent. for expenses at the end of each month.

When accidents occur to vessels in charge of a pilot the latter must report in writing to the board. Should he fail to do so he is liable to a fine not exceeding forty dollars. A pilot may be deprived of his license for any of the following causes:

- (a) For neglecting for twenty days following the receipt of any money under or

by virtue of the by-laws to pay them over to the pilotage board.

(b) For rendering a false account to the pilotage board for pilotage received or earned.

(c) For intoxication, whether the same shall occur while in charge of a vessel, when required for duty, or for habitual drunkenness.

(d) For incapacity through mental or

gulf pilotage. Vancouver pilots can bring vessels across the gulf as far as the Victoria pilot limits, or may take vessels from the local limits to Vancouver, but the local pilots are not permitted to include the gulf in their scope of operations. The gulf is in neither one district nor the other, and the arrangement is certainly very much one-sided. The Victoria pilots would be satisfied if an understanding was arrived at by which they could take vessels to the Vancouver limits and the Mainland pilots bring them to the local limits. Probably the local board does not desire to involve any danger of the staff being rendered insufficient by frequent trips away from the home port. Most of the United States steamship lines have their own pilots, who come here and await the arrival of the steamers bound down the Sound. Their duties commence immediately the vessels get outside the local limits.

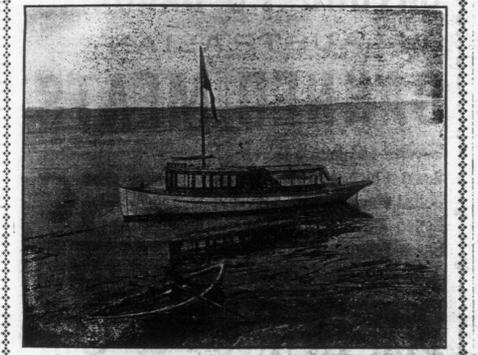
There are several veterans on the district staff, men who piloted in the strenuous days of competitive pilotage. But Capt. Thompson is the doyen, the veteran of veterans. About twenty-four years ago he formed an international company of pilots, there being in the organization Capt. Delgardins, of Port Townsend, Capt. Oliver, of Port Townsend, and Capt. Thomson of the same port. The latter was washed overboard and lost one night off the Cape. In addition to these there were Capt. King and Capt. Thompson, representing British Columbia. But the laws of Washington territory forced the company to disband. Capt. Thompson then purchased the Victoria pilot sloop "Thales," a craft of six tons. Those were lively times in the pilot's life. When a steamer or ship hove in sight, night or day,



CAPT. THOMPSON.
One of the Veteran Pilots of Victoria.



THE KEEPER'S CHILDREN.
The Sturdy Offspring of the Lighthouse Tender at Race Rocks.



LAUNCH COLBY.
The Pilots' Craft for Reaching Ships.

and a minute or two later the captain gladly welcomes on deck his latest and last passenger, the man he has been looking for, the man he urgently wants—the pilot.

Now everything goes on bravely. From stem to stern the vessel feels the force of a new personality; she ploughs along as though she was freighted down with confidence instead of precious passengers.

How often does the pilot enter into the consideration of those who follow the men that ply their calling on the sea? It is the master of the vessel, the courageous, careful man in uniform, who is in the public eye. True he is part and parcel of the ship on all her voyages; he is the commander-in-chief, the executive head of the monster carriers of the sea, and his word is law, until he practically

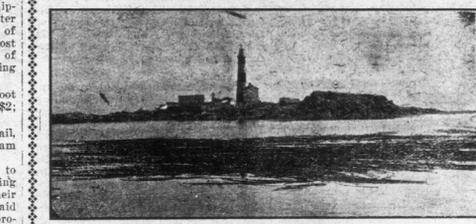
surrenders control to the quiet, unassuming man in civilian garb who unceremoniously climbs over the vessel's side as she nears port. Dependence then shifts from the man who has guided the destinies of the ship and her hundred of souls for many leagues, to him who takes her only the few remaining miles of her voyage.

Pilots receive licenses under the following conditions; they must make application to the pilot board of their district and enclose the following certificates: From masters of vessels in which they have served, as to ability as seamen; from the board of trade or local marine

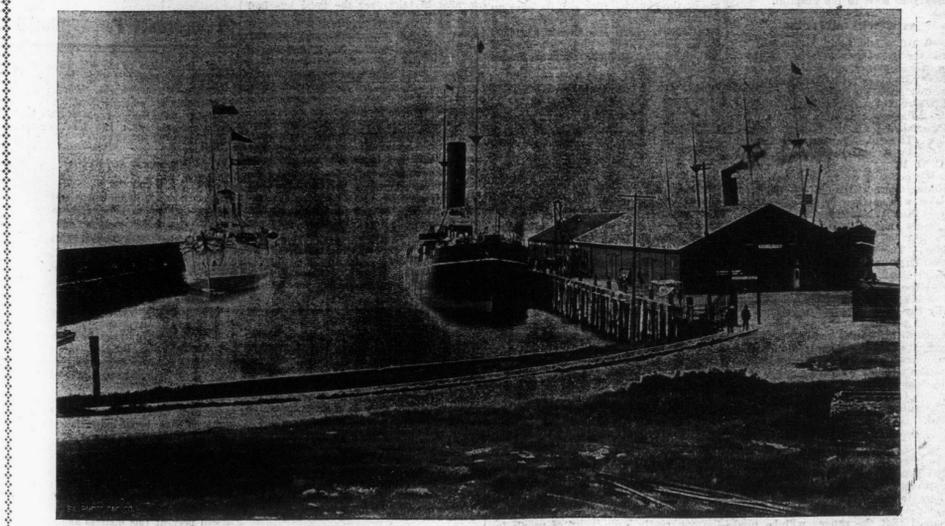
bodily infirmity or lack of practical knowledge and ability in putting into effect the theoretical knowledge apparently possessed at time of examination. The local pilots have two craft in which they ply their calling. One is a sloop, the Helen, which is used in rough weather, and the other a comfortable steam launch, the Colby, in which they go out when the sea is calm. There are three methods of speaking a liner. One is by voice if the ship is near enough and the elements are not howling in opposition; by signalling with pilot flags and by a flare at night. It is no picnic the boarding a liner. A rope is thrown from the big vessel to the frail pilot craft and the pilot clambers to the deck on a ladder. Sometimes he

"blow high, blow low," there were some great manoeuvres and daring operations in the race for the prize. In later years Capt. Thompson has been honored by the pilot board, having been detailed to bring to port the Empress of India, Capt. Marshall, the first of the stately white liners to cross the Pacific. He also brought the first Empress of Japan at the outer wharf; the Empress of dock, and he was the Victoria pilot aboard the Empress of India when she carried to this place their Royal Highnesses the Duke and Duchess of York and suite. This honor was conferred on him because of his seniority.

Capt. Thompson has in his possession two documents, a license for the pilotage district of British Columbia, dated 1879,



RACE ROCKS LIGHTHOUSE.
Where the Pilots Often Pick Up Their Ships.



THE OCEAN DOCKS, VICTORIA.
To Which the Pilots Bring Their Vessel. The Photo Shows the Empress and Several Other Trans-Pacific Liners at Dock.

SEMI-READY BUSINESS CHANGE.
300 Lonely Suits for Men and Youths, Half Price for Cash. This Week Only.
20 per Cent. Discount on all Regular Lines. **B. WILLIAMS & CO.**

The Blood Pump
FOR HEALTH OR DISEASE ACCORDING TO ITS CONDITION.
Part, the blood pump of the human system, in order the nerves are starved of blood, and indigestion, nervousness, sick headache, lack of vigor, and weakness are the result. Dr. Agnew's Cure relieves heart disease in its early stages and strengthens the system. It is a blood course through the veins to the organs where disease was. The better the blood pump the better the health. Ninety-nine out of a hundred hearts are weak or diseased. Do not let Agnew's Heart Cure pass you by. It will cure three times, 10c.

M. L. A.
Oil Lands Stal

the most valuable farms in the world. The task to which he set himself was an exceptionally difficult one, to farm it well, and in the face of difficulties. For instance, when the land was about completed a storm struck, but he set to work and Mr. Oliver hails from Derby.

consists of 100 acres. The top is hay, to which 85 acres are devoted. Twenty-five acres are under corn, and the rest is in alfalfa. Each crop he lays the land out for feeding purposes. The hay is cut three and a half to four acres, and there is a splendid crop to five acres are under

is well equipped with implements. Three large tractors are used in the work. Mr. Oliver has one of the largest threshing outfits in the province, and a separator having been bought from John Abel, of Toronto. The separator is automatic feed, cyclone desander, and the work of his own hands. He also has a sawmill which he runs in winter, cutting timber for the district, and the wants of neighbor-

has recently added to his holdings, taking up 640 acres at Pitt Meadows. He runs about 100 head of cattle. The farm is particularly well adapted for transportation both by water and by rail.

There is a wharf at the farm, and Northern railway has a siding at another corner of the farm. At the farm buildings is that the built apart so that in case of fire one would be destroyed.

There is the stamp of man want-publie life of the province—a clean hands, shrewd observation, and determination of character.

personality and possessing all the qualities of a successful officer of the law. Added to this is a wide popularity, and the slashing attacks against him by the Hearst, yet for political purposes.

manufacture of penknives the division has been carried to such an extent that one knife is handled by 70 different hands from the moment the blade is cut until the instrument is finished for the market.

best man in Greenland is a Mr. He owns a small fleet of fishing boats and had about \$1,500 laid away. Greenland this is about the same as a millionaire in any other part of the world.

Local News

DEPARTURE OF CITY AND PROVINCIAL NEWS

H.M.S. Egeria is to make a survey of the waters in which the steamer Prince Victoria found a submerged rock some time ago.

John William Austin, of Van Anda, Texas died Thursday at the Royal Jubilee hospital. Deceased was 42 years of age and a native of England. He was a member of the Miners' Union.

Thursday afternoon the funeral of Dorcas Mary, the infant daughter of Mr. and Mrs. West, took place from the family residence, No. 80 Kane street. Rev. H. J. Wood conducted religious services.

The inland revenue for the month of Victoria during the month of August amounted to \$18,724.21, as compared with \$16,446.52 collected during the same period last year. The returns for the month just ended follow: Spirits, \$12,688.77; malt, \$1,945.34; tobacco, \$2,608.11; raw leaf tobacco, \$268.14; cigars, \$766.30, and other receipts, \$207.05.

The library returns for August are as follows: Books issued, 1,546; to ladies, 750; to gentlemen, 796; highest number issued in one day, 92; average number, 57; new members, 17; ladies, 9; gentlemen, 8. Books added: "Casting of Lots," by Bagot; "The Reform Echoes," Gough; "Year Book of Canada, 1903," proceedings and transactions of Royal Society of Canada, Journal Legislative Assembly, B. C.

D. B. Bogie, of the Flathead Valley Oil Company, is leaving for Southeastern Ontario, preparatory to getting the machinery in for the drilling he will go over the country to ascertain the best and cheapest methods by which to take the outfit in. He will visit the oil fields of Alberta and Montana contiguous to the property of his company. The purpose of the Flathead Company is to get to work on development work just as soon as possible.

In connection with the official reception to be tendered to their Excellencies the Earl and Countess of Minto on Monday evening, it is requested that each person attending the reception will bring two cards on which his name is legibly written, one to be given up at the entrance to the Legislative Chamber, and the other to be handed to the A.D.C. in waiting, who will assign the guests to their Excellencies. Those who wish to be presented are expected to appear in evening dress, as civilians, and in full dress as officers of the army, navy and militia.

The death of Mrs. Mary E. Whittaker, wife of Wm. Whittaker, occurred Thursday at the family residence, No. 19 Chambers street. Mrs. Whittaker was a native of Stockport, Cheshire, Eng., where she was born 64 years ago. She came to Victoria in 1878, and has been a resident here ever since. In addition to her husband there survives her five sons and four daughters. These are Sam. Whittaker, Mrs. John Irvine, Wm. H. Whittaker, Mrs. George S. Russell, A. E. Whittaker, Miss F. Whittaker, and D. E. Whittaker, of this city.

The conference of employed officers of Young Men's Christian Association of the Northwest, held in Seattle on Wednesday and Thursday, was most successful. It was attended by W. B. Fisher, secretary of the association, and H. W. Stone, Messrs. Fisher and Stone returned from the Spout Wednesday.

A shipment of 2,500 pounds of ore from Lemine creek, in the Astoria district, has been made to Spokane, where an experiment is to be made of the best and most economical method of handling the rock. The White Horse Star says: "From tests already made here it is assumed that the values can be better and more profitably obtained by the present process than by any other. The latest appliance in that direction is known as the Dr. Hendrick cyanide mill, which contains an agitator and an electrical arrangement by which the reduction that formerly required a day or two is now accomplished in three hours."

Mr. Patterson has made arrangements with "The Pierrots," two English society entertainers, to give one of their performances at the Dallas hotel, Monday, September 5th, at 8.30 p.m. These artists are returning to the Old Country from Australia, where they have completed a successful tour. They come with many prizes from the Australian press. Their entertainment consists of refined recitals and sketches and all the latest songs. The Sydney Mail says: "The Pierrots are clean, neat, and well-dressed. Sydney Morning Herald: "Eminently versatile and refined, bright and humorous. The evening show was sparkling little comedy, brilliant over with fun and novelties." Brisbane Courier: "Thorough artists."

The little barkentine Ruth, which has been lying in the wharf at Oakland creek, California, for years, has been purchased by the Western Fuel Company, of Nanaimo and San Francisco. The purpose of that concern in acquiring possession of the vessel is to endeavor to partially relieve the great need of coal barges. "She has been moved from her long resting place to the Howard bunkers, at Oakland, and the work of stripping her will commence early in the week. The barkentine Ruth, which has an iron hull, was built in England 44 years ago. While under the British register some years ago she met with disaster off the coast of Mexico. A typhoon went to Guaymas, where she lay disabled, and

towed her to San Francisco, where she was purchased by local parties."

Chief of Police Murchison, of Stoverson, is in the city. Mr. Matheson, fishery inspector on the Fraser, is also here.

W. Williams, the Yates street clothier, has returned from an extended tour of the States. He visited the World's Fair at St. Louis and other Eastern cities.

Mayor Keary, of New Westminster, received a telegram on Friday night from Major Maudslayi, D. C. Governor-General Lord Minto, to the effect that the visit of the vice-regal party to New Westminster to-day would have to be cancelled as the train is over nine hours late.

D. Bosewitz left for Tacoma Friday evening to institute extradition proceedings against J. J. Schmidt, former proprietor of the Imperial, who is being held for the theft of furniture from the hotel. Warren also Schmidt's son-in-law, is also under arrest. An effort will be made to extradite both of them.

The Daughters of St. George have removed their lodge room to the Sir William Wallace hall, and on Monday, September 19th, will give an "At Home" to their friends between the hours of 8.30 and 11 o'clock. Music and dancing will be provided and other forms of entertainment will be furnished, assuring a pleasant evening.

Staff-Captain Alice Goodwin, who has just returned from the International Congress, held in London, will address a meeting in the Salvation Army hall on Monday evening at 8 o'clock. The staff-captain will give an account of the gigantic gatherings, which in one meeting alone in the Crystal Palace there were over 70,000 persons gathered.

A quiet wedding was held at Christ Church, Vancouver, at noon on Wednesday, Mr. Samuel Bruce Clement and Miss Charlotte Denis, both of that city, being the contracting parties. The Rev. Father Nicholas spent 12 o'clock for Victoria and on their return will take up their residence in Vancouver.

August was rather a poor month from a business standpoint in the customs department. The total revenue collected amounted to \$70,244.13, made up as follows: Duties, \$70,206.28; Chinese revenue, \$23, and other revenue \$14.85. The imports for the month were \$1,839,428, and exports, \$94,852; total, \$2,280. The exports aggregate in value \$49,443, of which \$41,438 represented domestic goods and \$8,005 foreign articles.

Twenty or thirty hunters arrived on Thursday evening's train from the E. & N. railway, after having spent the first day of the hunting season in the woods. They report that birds are scarce, particularly grouse, and the appearance of their game bags is not encouraging. A number of the party had seven birds, but others, and they were in the majority, had no more than three. Hunters attribute this to a resident here ever since. In addition to her husband there survives her five sons and four daughters. These are Sam. Whittaker, Mrs. John Irvine, Wm. H. Whittaker, Mrs. George S. Russell, A. E. Whittaker, Miss F. Whittaker, and D. E. Whittaker, of this city.

An Indian who arrived here from Masset, Queen Charlotte Islands, a week or so ago, carried with him what he and a number of his tribesmen considered was a piece of ambergris. He carried about with him about ten pounds of a white looking substance which he had found on the northern coast. The substance, which has been examined, is a drugist having seen chunks of it until he has grown weary of its appearance, but of this fact the Indian is still not convinced.

Rev. Father J. Nicolay, of St. Joseph's church, Esquimalt, accompanied by Rev. Father Stens, left Thursday on the steamer Queen City for Clayoquot to take charge of the Christie Industrial school. Father Nicolay spent 13 years on the West Coast of Vancouver Island, and is conversant with the language and customs of the Indians. His departure was regretted by the parishioners of St. Joseph's church and a large circle of friends in this city and Esquimalt. It is probable that Father Nicolay will return before the close of the year.

Present indications point to an unusually busy term at St. Ann's academy this fall and winter. Already applications have been received from many students residing at different points in British Columbia and Washington. The other day Miss Margaret Bryne, daughter of Dr. Bryne, ex-mayor of Spokane, has entered St. Ann's academy to study the higher branches and fine arts. Misses Margaret Skinner and Marie Sherwood arrived from Vancouver yesterday, and enrolled for another term. Miss Nina Priger, of Seattle, came over yesterday for the same purpose.

Rabbi Montague N. A. Cohen, formerly of this city, but who has been pastor of Temple Beth Israel, Tacoma, for the past 12 months, and who was only recently elected for another term, has tendered his resignation to the board of the church and has accepted a call from the congregation of Temple Beth Israel, of Sacramento. "Rabbi Cohen's resignation comes both as a surprise and a disappointment to the many friends he has won during his stay in this city, all of whom regret to see him depart."

The Sacramento church, whose call he has accepted, has the reputation of possessing the most intellectual congregation west of Chicago. The old temple has recently been sold and a handsome new modern structure is now being built.

Friday evening a conference of Presbyterian ministers of British Columbia, which has been in progress since Tuesday last at Shawanigan, adjourned. The study programme, consisting of papers on theological and Biblical subjects was carried through, and a profitable and instructive to those attending. This convention is not an annual event, having been organized last summer in order that the pastors might

meet each other and discuss matters of interest to all. At the final meeting yesterday everyone expressed the pleasure it had given them to meet together to attend the conference, and it was the unanimous opinion of those that an informal meeting during the summer months would be both enjoyable and beneficial.

PROPOSAL TO REPAIR CABBORO BAY WHARF

Mainland Stock for Exhibition Will Likely Be Landed Near the Show Grounds.

Negotiations are in progress between the transportation committee of the British Columbia Agricultural Association and the C. P. R. for the repair of the old wharf at Cabboro Bay in order to allow Mainland stock entered for the exhibition to be landed there, instead of being brought around to the inner wharf. The proposal is generally considered feasible, and it is understood that Capt. Troop has taken the matter up with other officials. It is therefore probable that the suggestion will be adopted, the wharf repaired and arrangements made to have inbound C. P. R. steamers stop there with all stock of freight for the exhibition.

The advantages of the proposal are too evident to need explanation. Cabboro Bay is only a short distance from the fair grounds, and the road leading from the wharf is reported to be in splendid repair. Therefore if the wharf for the show were landed at that point, besides being a great convenience, it would mean the saving of considerable time and expense. Heretofore stock has been taken to the inner wharf, and afterwards driven out to the exhibition grounds. It is not understood, however, that the transportation of this stock will attract more entries from outside points, and members of the transportation company are particularly anxious to make a satisfactory arrangement with the C. P. R. if possible.

Not only are members of the local association interesting themselves in this matter, but outside associations are recognizing the advantages of the proposal, and offering their support. In this connection the following communication from the Delta Agricultural Society is of interest:

Sir:—The members of the Delta Agricultural Society respectfully request your cooperation to petition Capt. Troop that we should be allowed to land our stock at Turner, Beeton & Co., Ltd.'s wharf in the city, and would ask that they be unloaded at Cabboro Bay wharf, which is close to the fair grounds, as it is a hard ship to handle stock in the night through Victoria streets, a distance of three miles, and Cabboro Bay being only one-half mile from grounds.

Yours, A. DE B. TAYLOR, Secy. Delta Agricultural Society.

Another letter from J. Henderson, secretary of the Chilliwack District, in connection with the petition, is as follows: "I hope we can arrange to land our stock at Cabboro Bay, and that the transportation committee will help us out."

Last evening a meeting of the Victoria Amateur Boxing Association took place, when arrangements for the tourney in connection with the exhibition was discussed. There was an attendance of 100 and entries were reported for almost every event included in the programme.

DEATH OF A DAUGHTER'S MISTAKE. She opened the door of her father's room, but hesitated on the threshold. "Well?" he growled inquiringly. "What's the trouble?" She entered and stood before him with downcast eyes. "I have a confession to make," she said slowly. "Fire away!" he said. "I guess it's nothing serious."

"Oh, but it is," she protested. "It's very serious, indeed. You know George?" "Well, what about George?" "I've been coming to see me for quite a long time," she continued, "and he has been paying attention to the interruption, and last night."

"Well, that's all right," she said. "I've been coming to see me for quite a long time, and he has been paying attention to the interruption, and last night."

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PROVINCIAL NEWS

Y.M.I.R. "On Labor Day, September 5th, the new Catholic church, recently erected in Ymir, is to be dedicated. The exact cost of the church up to this date is \$1,130. It is hoped that the collections on that day will substantially assist in reducing the debt still remaining on the church."

MIRROR. A lot of ore is dumped and 26 freight cars are an engine smashed up as a result of the air brakes not operating on an ore train on the Phoenix branch of the C.P.R. The train, with its 26 cars loaded with ore, was coming down "the hill," and three miles from the Emma mine the speed got a little faster than was pleasant and the engineer tried to put on the brakes, but they refused to work, owing to some defect. The engineer saw the train was going at a terrific speed and realized that at the first curve there would be a derailment. In order to give warning to the train hands he blew a loud blast on the whistle, which had its effect, as all the men jumped from the train. Fortunately no one was injured. The train continued on its wild course and on reaching a high trestle jumped the track and fairly sprang into the air, falling to the bottom, 140 feet below. The preliminary survey in connection with the proposed North Fork extension of the Kettle Valley Railroad Company has reached Lynch creek, 18 miles north of this city. Following the first corps of engineers is a second party, which is making the permanent location. The line has already been completed for 12 miles to the Volcanic and Golden Eagle mines. H. W. Warrington, general superintendent of the Kettle Valley Railway, is in charge of the survey. He is expected north this fall 45 miles to Franklin camp, and that the work of construction will be started early next spring.

REVELSTOCK. After the lapse of five or six weeks the mystery attending the disappearance of Anderson, the time-keeper at Clanwilliam, has been cleared up by the finding of the body floating in the lake. It was at first supposed that it was a case of murder, and that the body had been thrown overboard. It is now known, however, that the man had been killed by a bear, and that the body had been carried down the river by the current. The bear was seen by the time-keeper, and he fired at it, but the animal was not injured, and no one was hurt.

GRAND FORKS. A number of railway men are of the opinion that when the wreck of the long train that went to destruction on the Phoenix hill near the Oro Denoro mine is cleared away, the remains of two men will be found. It is said that two men were noticed by passersby stealing a ride on the train after it left Hartford Junction. It would have been a simple matter for these men to have kicked the angle cock that shut off the air after the train started from Hartford Junction, and knowing the danger was had done. It is this actually what caused the wreck and the loss of some \$50,000 in rolling stock to the C. P. R. It will be several weeks until the wreck is fully cleared away.

PHOENIX. A Japanese section hand was killed on the railway about six miles east of Ashcroft, a few days ago. He, with several of his countrymen, under Section Chief Thomas, were on a hand-car going west when they suddenly met a freight train, which was stopped by the backward, his back toward the approaching train. When his feet touched the ground he fell on his back, and the hand-car, which was moving at a few feet farther and came to a standstill over the unfortunate Jap. Foreman Thomas called to the other Japs to lift the car off the tracks, and they did so. With them he was unable to move the car before the train was upon them, and they had to leave the unfortunate Jap on the ground. Everything that the engineer could do to stop the train was done, but the engine and several cars passed over the unfortunate Jap before the train was stopped.

ASHCROFT. A Japanese section hand was killed on the railway about six miles east of Ashcroft, a few days ago. He, with several of his countrymen, under Section Chief Thomas, were on a hand-car going west when they suddenly met a freight train, which was stopped by the backward, his back toward the approaching train. When his feet touched the ground he fell on his back, and the hand-car, which was moving at a few feet farther and came to a standstill over the unfortunate Jap. Foreman Thomas called to the other Japs to lift the car off the tracks, and they did so. With them he was unable to move the car before the train was upon them, and they had to leave the unfortunate Jap on the ground. Everything that the engineer could do to stop the train was done, but the engine and several cars passed over the unfortunate Jap before the train was stopped.

KAMLOOPS. The school trustees have made arrangements to use the old I.O.O.F. hall as temporary quarters for the high school. The premises are now being fitted up for this purpose. The selection of a teacher has not yet been made. On Sunday morning William Coulter died at the Provincial Home, aged 74 years. He was admitted to the home last May from the Kootenay district, where he had acted as cook in the mining camps. He was originally a baker in Toronto and came to this province some years ago.

James Wilson died at the Provincial Home Monday night, aged 83 years. The deceased was a native of Ireland and was admitted to the home in 1901, coming here with several others from the Comox district. He was originally a baker in Toronto and came to this province some years ago.

At the annual meeting of the Inland Rod and Gun Club the following officers were elected: J. R. Viana, president; D. J. Donald, vice-president; L. Gordon, treasurer; B. Gordon, secretary. The object of this club is for the propagation of wild game and fish and to enforce the strict enforcement of the Game act, and also to assist as far as is in their power to prevent the destruction of fences and other property.

VANCOUVER. A reception to Private Perry was discussed at a public meeting held in the rooms of the Tourist Association, when it was decided that the winner of the King's prize at Bixley should be given a prize of gold and an address. The vital statistics for the past month were as follows: Births, 50; marriages, 27; deaths, 38 (33 whites and five Orientals).

The fire department had an unusually large number of calls during the past month, but the loss by fire was light. The majority of the calls being to put out bush fires which were threatening buildings.

A congregational meeting of the First Presbyterian church it was decided to extend a call to Rev. Dr. Fraser, of Oakland, Cal., to the pastorate of the church. The call includes an offer of a salary of \$2,000 a year and a free manse. Rev. Dr. Fraser preached in the First Presbyterian church about six weeks ago, and made a most favorable impression.

Three Indians named Willie Baker, Nerive Julian and Antoine John, were each fined \$5 and costs by Judge Magistrate Alexander on Thursday morning for shooting grouse out of season. The Indians said they were very sorry, and that they had no money to pay the fine. They were taken to the jail and will remain there until they can pay the fine.

The Mother Lode is pushing work at its old camp, and will leave again for the new ore crusher, which recently arrived at the property.

Last week a boiler was installed on the Silver Cloud, one of the high grade claims in Sklarck camp, which has only been working for a couple of months, but with the best of results. The claim was owned by James McCroeth, Chas. Johnson, Alex. Robinson and Alex. Smith for \$10,000 from D. Ross, H. H. Hest, A. S. Black and John Nelson, and the work since has shown it to be a property of great promise. The shaft has been sunk 40 feet, and ore has been discovered, which runs \$470 per ton. A test shipment will shortly be made.

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The Mother Lode is pushing work at its old camp, and will leave again for the new ore crusher, which recently arrived at the property.

The train was speeding along on time between Castlegar and Summit Junction when a point near Waterloo was reached where the track crosses a filled-in trestle. The roadbed sank under the locomotive and threw almost the whole train off the track. Alex. Dow was on the engine and brought it to a standstill quickly. Frank Ramsey, express manager, was shaken up pretty severely, but not injured, and no one was hurt.

GRAND FORKS. A lot of ore is dumped and 26 freight cars are an engine smashed up as a result of the air brakes not operating on an ore train on the Phoenix branch of the C.P.R. The train, with its 26 cars loaded with ore, was coming down "the hill," and three miles from the Emma mine the speed got a little faster than was pleasant and the engineer tried to put on the brakes, but they refused to work, owing to some defect. The engineer saw the train was going at a terrific speed and realized that at the first curve there would be a derailment. In order to give warning to the train hands he blew a loud blast on the whistle, which had its effect, as all the men jumped from the train. Fortunately no one was injured. The train continued on its wild course and on reaching a high trestle jumped the track and fairly sprang into the air, falling to the bottom, 140 feet below. The preliminary survey in connection with the proposed North Fork extension of the Kettle Valley Railroad Company has reached Lynch creek, 18 miles north of this city. Following the first corps of engineers is a second party, which is making the permanent location. The line has already been completed for 12 miles to the Volcanic and Golden Eagle mines. H. W. Warrington, general superintendent of the Kettle Valley Railway, is in charge of the survey. He is expected north this fall 45 miles to Franklin camp, and that the work of construction will be started early next spring.

REVELSTOCK. After the lapse of five or six weeks the mystery attending the disappearance of Anderson, the time-keeper at Clanwilliam, has been cleared up by the finding of the body floating in the lake. It was at first supposed that it was a case of murder, and that the body had been thrown overboard. It is now known, however, that the man had been killed by a bear, and that the body had been carried down the river by the current. The bear was seen by the time-keeper, and he fired at it, but the animal was not injured, and no one was hurt.

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Range



Features not found on other ranges. Examine them carefully. Sole Agents: Winnipeg, N. B.

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REGAINS... MEATS... 25C

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St. Mrs. Carro, Prop.

erance Family Hotel.

letter to see whether he really...

READY WITTED.

ain gentleman, was once made...

Mr. Hugo, watch the effect of your...

was nettled, Hugo waited for his...

MARRIED.

MACRAE—At Vancouver, on the...

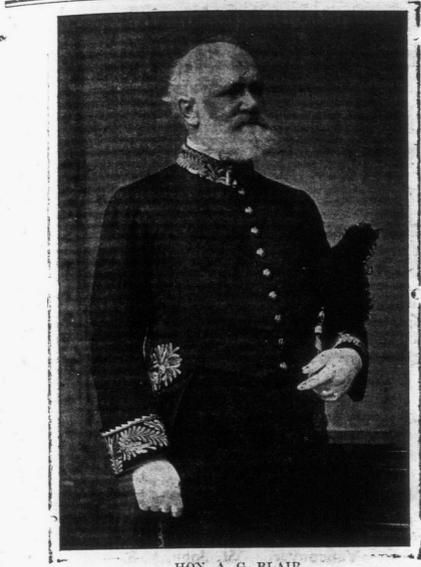
McMAGAVIN—At Seattle, on the...

DIED.

At Vancouver, B. C., on the...

AKER—At the family residence...

At Vancouver, on Sept. 1st, John...



HON. A. G. BLAIR, Chairman of the Railway Commission.

NO SITTING WILL TAKE PLACE HERE

RAILWAY COMMISSION VISITING VICTORIA

Complaint From Ladysmith Has Been Withdrawn, and No Others Presented for Hearing.

(From Friday's Daily.)

Last evening there arrived from the Mainland the railway commission, consisting of Hon. A. G. Blair, chairman, and Dr. Jas. Mills, A. Geo. Blair, jr., secretary, and R. N. Butcher, stenographer.

The party will remain in Victoria until Sunday the railway commission, consisting of Hon. A. G. Blair, chairman, and Dr. Jas. Mills, A. Geo. Blair, jr., secretary, and R. N. Butcher, stenographer.

There will be no sitting in Victoria. It was expected that a complaint from Ladysmith in some matter of rates would be heard, but this has been withdrawn.

August 29th, 1904. The President and Council of the Victoria Board of Trade.

DR. JAMES MILLS, One of the Railway Commissioners.

A. G. Blair, said the notice was very short, but perhaps those interested might have objection on that point.

Mr. Morrison contended that the act fully provided for the case. He explained that the properties referred to had been included in the first instance when application was made to the railway committee of the Ferry Council.

Mr. Blair thought they should settle the question of jurisdiction in this matter. Mr. Morrison admitted that with respect to the objection of Mr. Cowan, as to notice of motion, that therefore he could not go on with that part of the property.

Hon. Mr. Blair's practical experience as Minister of Railways and Canals in the government of Sir Wilfrid Laurier makes him an ideal member of the commission. He has been able to bring to

Common soaps destroy the clothes and render the hands liable to eczema.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Brand

with this view, but he pointed out that the application was for further lands which were not the plans. The power either resided in the board of arbitrators or in the railway commissioners.

Further he held that the commissioners could deal with this subject upon short notice in spite of Mr. Cowan's objection.

Hon. Mr. Blair contended this could not be done. He thought the plan was an imperfect one, and therefore he suggested that proper plans be made and that notice should be given to the parties concerned.

Mr. Cowan said he would have to see his clients before he proceeded with his argument. He might be able to proceed this afternoon.

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BIG CELEBRATION ON MONDAY NEXT

LABOR WILL HONOR ITS ANNUAL HOLIDAY

Elaborate Preparations for the Festivities—Complete Outline of the Programme.

11.30 a. m.—Parade, starting from city hall and passing along the principal thoroughfares, afterwards dispersing at Labor hall.

12.30 p. m.—Luncheon at Victoria hall. Officials of all visiting societies will be entertained by members of local trades unions.

1.45 p. m.—Athletic sports and ladies' tombola at Caledonia grounds.

2.30 p. m.—Concerts, on corners of principal streets.

8 p. m.—Mass meeting at Assembly hall, when addresses will be delivered.

9 p. m.—Dance at A. O. J. W. hall.

Victoria will be invaded on Monday by thousands of visitors from Vancouver, New Westminster, Nanaimo, Ladysmith, Duncan and other points.

The occasion is the annual grand Labor Day celebration which takes place in turn at Victoria, Vancouver and Nanaimo.

This year it has fallen to the lot of the local trades unions to do the entertaining, and the programme is one which should attract the most exacting.

From the minute the excursionists embark at the liner wharf or the E. & N. depot, as the case may be, they will be made to feel that they are in the hands of their hosts.

Reception committees will meet them on their arrival and to extend all a cordial welcome.

Afterwards the festivities will commence, and pleasantly workers will be kept moving in order to take in all the attractions.

Not until 11 o'clock in the forenoon will the ball be actually started rolling, the parade, which commences at that time from the city hall, being first on the programme.

Chief Marshall J. C. Macleod, and his assistants, Messrs. Knight and Clark, have mapped out a complete outline of the procession so that no time will be lost in assigning visiting unions to their places.

Each float, also, has a certain position, and the bands have been evenly distributed as possible. The arrangements in this connection have been very thorough, and the parade will start out at the scheduled time.

SPORTING ITEMS.

THE RIFLE.

LOCAL SHOT WINS. Corp. Brayshaw, of Victoria, has won the bronze medal for tyros at the Dominion Rifle Association meet, according to a dispatch from Ottawa dated yesterday.

The scores in the Gibson match (500 yards) were as follows: Cup won by Sergt. Hutton, B. C. R. 23. Eighteen others made possible, but Hutton won in the shoot off.

They divided \$137. Lieut. Cunningham, Col. Sergt. Moscrop and Co. Sergt.-Major Richardson take \$50 each in this match and extra series, 600 yards.

ANOTHER MATCH.

Local fans may still have an opportunity of witnessing another match between Victoria and the crack British team. It is understood that the executive of the B. C. Agricultural Association is negotiating for such a match as a special attraction for exhibition week.

If the proposal is successfully carried through a close contest may be anticipated.

STANDING OF LEAGUE.

The standing of the Pacific Coast League is as follows:

Table with 3 columns: Team, Won, Lost, P.C. Tacoma 15 14 563, Los Angeles 18 14 563, Seattle 18 15 543, Portland 16 17 485, San Francisco 16 18 471, Oakland 13 21 382.

THE GUN.

BIRDS ARE SCARCE.

The general results of the first two days' shooting seem to have established beyond a doubt that grouse are much scarcer this year than has been the case in the past.

Many first-class shots who went out on September 1st, after having hunted steadily from early morning, returned in the evening without a bird.

This, of course, always occurs in one or two instances, but it is seldom indeed that the same thing is experienced by large numbers on the opening day.

It is reported that the most successful have not brought back more than twenty birds.

Discussing the question, many local hunters ascribe the lack of large covers to less shooting that is chimed-to be taken place on an extensive scale a few days previous to the opening of the season.

Farmers of outlying districts say that this summer has been more general this year than ever before.

THE KENNEL.

TO ENTER COMPETITION. The forthcoming show at New Westminster should prove one of the most successful held under the auspices of the Royal City Association.

SEEKING A MARKET.

Matti Kurikka, of the Finnish Colony, Malcom Island, is in the city. He is seeking a market for a considerable quantity of hemlock lumber, which he co-operates in producing at Sointola, the town of the island.

The sawmill is now in good running order and they have, according to Mr. Kurikka, a splendid class of hemlock lumber.

At the present time the colonists are erecting two bridges in North Vancouver. They cut the lumber and provide all the labor necessary, the payment being made to the Kalevan Kansala Colonization Company, of Malcom Island.

Mr. Kurikka says they are getting along very well on the island. They have got plenty of hay and grain for the cattle during the winter months, and have also good gardens on the redeemed swamps.

At the present time there is need of a teacher at the colony and the trustees, of which Mr. Kurikka is a member, are seeking an English-speaking one.

A bush fire has been raging in the Cranberry Marsh, but so far no damage has resulted. Front last reports from residents it was about out.

Dr. R. R. Baker, who went away with a mining party, is expected to return some time this month.

A. Smith has undertaken the duties of secretary of the Salt Spring Island Creamery Association, in the place of H. Manley, who has resigned.

At the Ladies' Guild sale at Mrs. E. Walker's residence, the other day, about \$20 was collected.

Mr. Elder, of Victoria, is on a visit to W. Scott at Ganges Harbor.

Mr. Anderson will commence building his new house in a few days.

SEEKING BACK TAXES.

Government Lays Claim to Additional Sum From Le Roi Company.

A dispatch from Rossland dated Friday says: "In the court of revision for Rossland proving a recent district to-day an interesting case was presented, affecting the payments by the Le Roi Company to the government of the 2 per cent. tax on the value of the ore.

The deputy inspector of taxes has taken action against the company to collect \$10,637, alleged to be due by the company for the tax on ore mined in 1903, and above the sum of \$47,621 actually paid by the company.

The government claims that the statement of mining and treatment given in the quarterly reports by the mine on which tax levy is based, differs from the figures submitted in the annual reports of the company for the said years.

The company maintains that the smelter is a separate company and entitled to profit on ore treated, which profit is the difference between their reports to the government and to shareholders.

"If the action is sustained the Le Roi will be compelled to pay taxes on gross values of all ore, deducting bare cost of hauling and treatment. The court may decide that the company is entitled to charge up smelting profits. If Le Roi is charged to customs plant per ton levied on which the tax could be levied, it would be reduced by the total amount of smelting charges, including profit earned by smelter.

Under the government's contention, the ownership of reduction works by a mine would be a drawback so far as mineral tax is concerned. The fact that the Northport smelter, operated by a separate company, may dispose of the matter entirely in favor of the mining company. The whole question was adjourned till October 15th, at the request of the Le Roi Company."

MANY BUILDINGS BURNED.

Benton, B.C., Scene of Destructive Blaze—Heavy Losses. A dispatch to the Revelstoke Herald, from Benton, B.C., dated August 30th, says:

"At 10 a. m., Monday, August 29th, fire broke out in the Prospectors' Exchange. The flames first made their appearance from the kitchen and spread rapidly to the main part of the hotel. While the fire was in progress all the residents were busy carrying out furniture, most of which was saved. Crawford's harness shop was doomed, next and burned rapidly. From there it spread to Crawford's blacksmith shop, to his residence, still spreading to a house owned by W. B. Johnson, occupied by teamsters as sleeping quarters. Next came W. Johnson's dwelling house. The assay office of George Johnson was blown up with dynamite to save St. Matt's building. The former hotel, owned by Mrs. H. J. Anderson, who on Saturday last sold out her interest in the Prospectors' Exchange, was also burned. The furniture of the Reception hotel, of Camborne, was also burned, but all the furniture was saved. Lucky Joe's bucket brigade was successful in saving Branford & Co.'s store after a hard fight.

"There was but little insurance on any of the buildings, which makes the loss a heavy one."

COAL SHIPMENTS.

From the Mines of Western Past Company at Nanahoe During Month.

The shipments of coal from the mines of the Western Past Company at Nanahoe during the month of August were as follows:

Table with 4 columns: Date, Vessel, Destination, Tons. Aug. 1-8, S.S. Kingfisher, Alaska, 37, Aug. 5-8, S.S. Columbia, Alaska, 37, Aug. 5-8, S.S. Wyehead, San Francisco, 5,076, Aug. 6-8, S.S. Kingfisher, Alaska, 52, Aug. 8-New England, Alaska, 55, Aug. 11-Kingfisher, Alaska, 55, Aug. 13-Titanic, San Francisco, 2,851, Aug. 13-Columbia, Alaska, 38, Aug. 15-New England, Alaska, 45, Aug. 18-Kingfisher, Alaska, 46, Aug. 19-Wyehead, San Francisco, 3,940, Aug. 20-Quito, Tacoma, 8,899, Aug. 20-New England, Alaska, 51, Aug. 24-Kingfisher, Alaska, 51, Aug. 24-Kingfisher, Alaska, 51, Aug. 28-New England, Alaska, 50, Aug. 28-Titanic, San Francisco, 3,223, Aug. 29-Kingfisher, Alaska, 46.

Total tonnage 15,927. Wm. McNeill returned from the Mainland the other day after spending about a week in the Delta district on business. He states that the farmers are very busy at present reaping the fall crops, which are in most cases exceptionally heavy. Oats are more than usually plentiful, while there is also a large crop of hay. The recent rain, he says, did not harm the standing grain, and was no light to damage that already cut to any extent.

