

Victoria Times.

VICTORIA, B. C., TUESDAY, JULY 6, 1897.

Twice-a-Week.

\$1.50 PER ANNUM. \$1.50

VOL. 15.

NO. 34.

BOSCOWITZ'S CITIZENSHIP.

Further Evidence Given Before the Sealing Commission. The business of the Behring Sea Commission in Montreal only lasted one day. At the conclusion of the taking of the evidence of two witnesses, Hon. Messrs. Dickson and Peters, counsel respectively for the United States and Great Britain, announced to the court during recess they had been considering the place to which the adjournment should be taken. August was the month decided upon, and as it would be too hot in Montreal, they thought, at that time, they had decided on Halifax as a suitable meeting place, and the date arranged was August 25.

Hon. Mr. Dickson admitted that he had been approached by Sir Charles Tupper during recess, and certain inducements held out which prompted him to favorably consider Halifax. Judge Putnam, the donor of the seal, for the United States, remarked that he also had been approached by Sir Charles during recess, and it was evident from the smiles of the learned commissioners and counsel that the Halifax scheme had been painted in no dull colors by the honorable member for Pictou.

The commissioners gave judgment deciding to re-open the case and allow counsel for the United States to introduce evidence in support of their case. Joseph Boscowitz, who was interested in several seized sealing vessels, was a naturalized citizen of the United States. Mr. Charles D. Parish, of Madison, Wisconsin, and clerk of the circuit court of the county of Dane, was the first witness called upon to testify on behalf of the United States. He stated that the first or preliminary naturalization papers that he could find, and which was marked No. 1, bore the date of August 1855, and such papers were evidently issued before that date, as naturalization papers were on file bearing dates prior to that period. The court minutes, so far as he had examined them, did not contain any record of the final admission of aliens to citizenship. He knew nothing of any records having been taken away between August, 1854, and August, 1855.

Mr. Lathrop Hodges, of Chicago, testified that in connection with a telegram received from Hon. Mr. Dickson, who was then at Victoria, B.C., he proceeded to Madison, Wis., and searched the citizenship records for the county of Dane. He found the record of a naturalization in 1841 to the spring of 1854, but from the latter date there was nothing until the record book, commencing in 1855.

Dr. Chase Cures Backache. Kidney trouble generally begins with a single pain in the back, and then develops into Bright's Disease. People troubled with stricture, impediments, stoppage of water, or a frequent desire to urinate at night, will find Dr. Chase's Kidney-Liver Pills a blessing. Read the wonderful cures in another column. One pill is a dose, and if taken every other night will positively cure kidney trouble.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, indigestion, and all the ailments of Carter's Little Liver Pills. One dose. Small price. Small dose. Small pill.

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ROYAL BAKING POWDER

Absolutely Pure.

Celebrated for its great leavening strength and healthfulness. Assured food against all forms of adulteration common to the cheap brands.

ROYAL BAKING POWDER CO., NEW YORK.

KRUGER'S NEW MOVE

President of the Transvaal Scheming to Get Control of Delagoa Bay.

Dr. Leyds Engineers a Syndicate Which Has Secured All Mozambique Shares.

London, July 2.—The Berlin correspondent of the Daily Mail asserts that Dr. W. J. Leyds, Transvaal secretary of state, has engineered a syndicate, ostensibly French, in order to conceal its political nature, which has bought up all the available shares in the Mozambique company.

GENERAL STRIKE ORDERED.

The United Mine Workers of America To Go Out.

Columbus, Ohio, July 2.—A general strike of the United Mine Workers of America is ordered for July 4th, by the national executive board, whose headquarters are in this city, and also by the district presidents, as a result of the meetings held here on June 24th, 25th and 26th.

HIRED THE STEAMER HOPE.

Party Charters a Boat for His Arctic Expedition.

St. John's, Nfld., July 1.—To-day Captain John Bartlett completed negotiations with her owners for the hire of the steamer Hope for his Arctic expedition. He will sail on his Arctic expedition. She will sail into the dry dock immediately and will receive a thorough overhauling, sail, rig, and a party of scientists will join her about the 14th inst. The Hope will go north by way of Belle Isle, and will land her first party at Resolute island, the second at some point in north Greenland to survey the coast, and the third on Wilcox island, from which Lieut. Peary will attempt to reach the meteorite.

St. John's, Nfld., July 1.—To-day Captain John Bartlett takes with him the steamer Hope on his Arctic expedition. The ship is for the Hope to return in September.

RIOT AT CALCUTTA.

Muslimans Stone the Europeans—Several Injured.

Calcutta, July 1.—Serious rioting among the Muslimans occurred here yesterday evening. Besides the main mob, scattered gangs of rioters paraded the streets, holding aloft the European flags, several of whom were injured. Finally the authorities were compelled to pull out the troops. The situation this morning is still grave. An additional force of cavalry has recently been despatched to the rioters, but the mob quickly gathered again.

Calcutta, July 2.—In the fighting of the 30th place yesterday in the suburb of Chittopore, between the police and rioters, during which the former were compelled to fire on the latter, many persons were injured. A party of members of the native police was surrounded by a mob and so severely wounded that all of them are expected to die of the injuries they received. The rioters suffered heavily, but they carried off their dead and wounded.

THOSE TELEGRAMS

Production in Court of the Correspondence Between Cecil Rhodes and Miss Flora Shaw.

Text of the Famous Telegrams Is of a Somewhat Sensational Character.

London, July 2.—At the resumption today of the sessions of the select parliamentary committee appointed to inquire into the Transvaal raid, four telegrams exchanged between Miss Flora Shaw, colonial editor of the Times, and Cecil Rhodes, then premier of Cape Colony, were produced.

The first, from Miss Shaw, asks for the date of commencement of the plans, owing to the necessity of instructing the European correspondents of the London Times so that they might use their influence to favor Mr. Rhodes.

The second dispatch points out the danger of delay, as the European situation is sound in case of the interference of the European powers, but I have special reason to believe he wishes you to act immediately.

One dispatch from Mr. Rhodes to Miss Shaw says: "I shall get through all right if it supports me. But he must not send cables like the ones sent to the high commissioner. I'll win and South Africa will belong to England."

FUGET SOUND FORTIFICATIONS.

Bids for the Work at Marrowstone Point Opened at Seattle.

Seattle, June 30.—Bids were opened at 2 o'clock today in the office of Captain Harry Taylor, captain corps engineers, U.S.A., for the construction of the first of the Puget Sound fortifications at Marrowstone Point, near Port Townsend.

There were 14 bidders in the competition, representing firms from as far east as Chicago, while all of the larger cities of the coast were represented. The total figure submitted was that of the Pacific Bridge Company of Portland, the amount of the bid being \$163,435.50. There were 32 separate items contained in the figures of all bidders, ranging from the clearing of 28 acres to the completion of the work. Of the ten lowest bids submitted there was not a difference between the highest and lowest of \$25,000. Officers in the engineer's office say that the bids ran much lower than expected.

The other two points opposite Port Townsend, contracts for which are soon to be let, are Admiralty Head and Point Wilson, the bids for the former being advertised for July 31. Quartermaster General Weeks, U.S.A., will be in Seattle Friday in connection with the matters relating to the Magnolia Bluff fortifications contract soon to be let near this city.

Wise Men Know

It is folly to build upon a poor foundation, either in architecture or in health. A foundation of sand is insecure, and to deaden symptoms by narcotics or nerve compounds is equally dangerous and deceptive. The true way to build up health is to make your blood rich, pure and nourishing by taking Hood's Sarsaparilla.

HOOD'S PILLS act easily and bowels. Cure sick headache.

THOUSANDS HOMELESS.

Pitiable Condition of Flood Sufferers in Roumania.

London, July 2.—A dispatch by mail from Brail, a port in Roumania, says that 20,000 inhabitants in Galatzia, in Moldavia, on the left bank of the Danube, between Conlusereth and Fruth, are homeless as a result of the recent floods. Most of them are destitute, and camping in the streets, where they are fed by the military. Roumanian gunboats are busy rescuing families who are still in danger. It is estimated that no fewer than 100 persons have been drowned, though the authorities are reticent on the subject for fear of censure for their failure to adopt precautions earlier which might have mitigated the disaster.

Dyspepsia in its worst forms will yield to the use of Carter's Little Liver Pills, aided by Carter's Little Nerve Pills. They will not only relieve present troubles, but strengthen the stomach and digestive apparatus.

ARRESTED FOR MURDER.

Theodore Fiegel in Prison, Charged With Killing Isaac Hoffman.

San Francisco, June 30.—Theodore Fiegel is now in the city prison charged with the murder of Isaac Hoffman, the wholesale clothing merchant, who was found dead in his Battery street office with three bullet wounds in his head four weeks ago.

Late this afternoon a warrant was issued for the arrest of Theodore Fiegel, who has been bookkeeper for Hoffman, Rothchild & Co. At 5 o'clock Fiegel reported at the office of Chief of Police Lees and after being closeted with the official twenty minutes was taken to the city prison and booked on six charges, namely, one of murder, two of forgery, and three of felonious embezzlement. The murder complaint was sworn out by Henry Hoffman, brother of Isaac Hoffman. Fiegel will probably be arraigned on the new charges to-morrow. He had previously been out on bail on three charges of embezzlement, but the authorities are now determined to keep him in prison and no further will be sanctioned. After he was locked up this evening Fiegel became exceedingly nervous and asked that he be not left alone.

requesting that a newspaper reporter bear him company until the arrival of his friends. The newspaper man chatted with the prisoner until first his friend Taylor and then his father came to cheer him up.

THE LUMBER TRADE.

Business is Rapidly Increasing With Oriental Countries.

San Francisco, June 30.—The lumber trade of the Pacific coast with Oriental countries is increasing at a rapid rate. D. B. Bibb has returned from Portland after closing a contract with the Chinese government representative for 10,000,000 feet of railway ties and 7,000,000 feet of bridge stringers, to be used in the construction of a railway through the province of Manchuria, the grading of which has been completed. There was a contest in the bidding between the mills of British Columbia and the American mills, but one of the latter carried off the prize. The same company have also secured a contract to deliver 5,000,000 feet of pine lumber at Nagasaki and the steamer Pan Sang is now loading 1,500,000 feet of it at Portland.

That the American lumber interests of this coast are prosperous is shown by the fact that the shipments of Oregon lumber to the Orient since January 1, 1897, approximate 50,000,000 feet.

RUSH TO ROSSLAND

Members of Parliament Hurrying to the Gold Fields After the Session.

Ottawa, July 2.—There is a big rush of members of parliament to Rossland, many of them being interested in gold mines. Mr. Bell, M.P., Nova Scotia, has left for there and others will soon go north.

Professor Prince left for British Columbia to-day to look into the fisheries. He will stay for several weeks and look carefully into the whole question, as the department has been receiving conflicting reports as to what should be done. Liberal members for the coast got Prof. Prince to go out there and try and solve the difficulty.

Hewitt Bostock, M.P., leaves for home to-morrow. Mr. Stansfield, postmaster of the house of commons, has been superannuated. No appointment has yet been made in his place.

Judge Burdidge, in the exchequer court, has awarded Keith & Johnson, of Halifax, \$6,242, or 75 less than the referee's award on their account for \$5,359 for Sir John Thompson's funeral expenses.

DOMINION DAY.

Celebrations in Winnipeg, Ottawa and Toronto.

Winnipeg, July 1.—Dominion Day was quietly observed in Winnipeg, there being no special attractions. The Victorians defeated the Winnipeggers by 3 to 2 at lacrosse. A regatta was held at Rat Portage; Logan, of Winnipeg, won the single scull event, and the Winnipeg crew the four-oared race, the latter by one length.

AT ALDERSHOT

Queen Victoria Present at the Great Jubilee Review of Troops Yesterday.

Aldershot Camp, July 1.—The great Jubilee review of troops took place today. Queen's weather prevailed, and the town of Aldershot was gaily decorated with flags and festoons of flowers. Crowds of people flocked towards the camp from very early morning. Queen Victoria arrived at Farmborough shortly before four o'clock and was received by the commander-in-chief, Lord Wolseley; Adjutant-General Sir Redvers Buller, Quartermaster-General Sir Evelyn Wood, and a brilliant staff. From the railway station to the saluting point on Luffa's Plain, three miles distant, the route was gay with decorations, including all the colonial forces, a division of cavalry and artillery and four divisions of infantry. In the march past the colonial troops had the lead, and were headed by Lord Roberts of Candahar, at the head of the Canadian Mounted Police, The Prince of Wales led the Tenth Hussars past the saluting point.

Accompanying Queen Victoria were the Princess Victoria of Wales, the Duke and Duchess of York, Prince and Princess Charles of Denmark, all the colonial premiers and a brilliant throng of titled spectators. The march past was by squadrons, batteries and double companies. The firing of a royal salute closed the ceremony. The colonial troops lined the route followed by the Queen after leaving the saluting point. The heat was intense and the crowd pressed enormous.

The Queen was greeted with the greatest enthusiasm. On arriving at the saluting point Her Majesty's carriage drew up in front of those occupied by the Princess of Wales and the Duchess of Connaught. The royal party was surrounded by a glittering crowd of attaches and the members of the different royal families now in England. The Prince of Wales wore the uniform of his regiment, the 10th Hussars, to which belonged the late Duke of Cambridge, belonged to the Duke of Cambridge wore the uniform of a field marshal and the Duke of York wore the hussar uniform. The Queen seemed much interested in the march past, and smiled as the Prince of Wales, the Duke of York and the Duke of Cambridge led their regiments past her. Her Majesty sat still until the end and departed amid a roar of cheers.

London, July 1.—A distinguished company was present at a banquet given this evening by the Lord Mayor at the Mansion House to the colonial premiers, Sir Wilfrid Laurier and Lady Laurier were the guests of honor. The company included the Marquis of Salisbury, Mr. and Mrs. Chamberlain, the Earl and Countess of Jersey, the Duke of Norfolk, the Marquis of Ripon, Lord Cash, Lord Lansdowne, Lord St. Albans, the Canadian high commissioner.

The Lord Mayor, in toasting the colonial premiers, laid stress upon the special significance of their presence in London, during the jubilee month. He said that the colonies ought to contribute both money and men to the navy, and said that the question is one that must be seriously discussed between the government and the colonial premiers. He did not believe for a moment, he declared, that conscious of their power as great national allies, the colonies would shrink their responsibilities on grounds upon which formerly they might fairly have claimed exemption as poor and struggling communities.

Referring to the Canadian tariff proposals as the best basis of agreement yet suggested, he said he believed the jubilee celebrations had done much towards realizing imperial federation, which, in his opinion, however, be preceded by colonial federation.

Montreal, June 30.—Sir Wilfrid Laurier's strong appeal for Anglo-American accord, which he made at the Dominion Day banquet last night, is exciting much talk to-day. No one supposes he would go out of his way to talk thus on the occasion of Canada's national festival without some set purpose, a purpose rising perhaps out of the sensational scheme of an imperial fleet, naval and parliamentary union, which it is said Mr. Chamberlain has laid before the premiers. Some developments of the very highest state importance are imminent; that there seems no doubt. In the best informed circles Premier Laurier's speech last night seems to complicate the question of what part Canada will play.

Sir Charles Dupper reached London yesterday. A place was reserved for him at the banquet, but he did not appear. Sir Donald Smith, the Canadian high commissioner, gave a reception at the Imperial Institute this evening in honor of Sir Wilfrid Laurier and Lady Laurier. More than fifteen hundred persons were present. Madame Albani sang.

Oxford, June 30.—Sir Wilfrid Laurier, premier of Canada; Sir Wm. Willes, premier of Newfoundland; Mr. E. L.

LOSS OF THE ADEN

Thrilling Story of the Wreck—Darkness and a Wild Panic Among Passengers.

Great Seas Wash the Vessel Fore and Aft—Misfortune Follows Misfortune.

London, July 2.—Particulars of the loss of the Oriental steamer Aden on the island of Socotra have been received. A dispatch to the Daily Mail from Aden, Arabia, says: "Two days after leaving Colombo the Aden was struck by a severe monsoon, with squalls, violent and incessant. Day by day the weather grew thicker and the passengers became more and more alarmed. At 3 o'clock on the morning of June 9th the vessel struck upon the Rasadaira reef, on the eastern coast of the island of Socotra."

"The engine room was instantly flooded and utter darkness ensued. Wild with panic, the passengers rushed from their cabins and fled terror-stricken to the upper deck in the scantiest clothing. The women and children screamed in fright and confusion; but the men remained cool and retained their self-possession, and courageously assisted the officers and crew to do their best to save the vessel and to inspire calmness. "But it was soon seen that the steamer could not survive the shock and that the only chance for safety lay in the boats."

"The storm continued to increase in violence. Great seas washed the vessel with terrific force. Daylight brought no relief and only served to reveal still further the awful situation. "Misfortune followed misfortune. A life boat was lowered only to be swept away immediately with three persons and the first officer, Mr. Carden. The steamer was dispatched to the rescue with Mr. Miller, the second officer, but to the despair of all, both boats were swept away."

"The only remaining life boat was then lowered amid a scene of intense emotion. A cry of anguish broke from the throats of even the crew when this half capsized, throwing the sailors and the stores into the sea. After great efforts the boat was righted and the women and children were lowered into it, with the exception of Mr. Carden, who, Mr. Strain, who heroically resolved to share the fate of their husbands, and Miss Wood, to which the boat, manned by an officer of the native crew, was lowered, and drifted rapidly out of sight."

"Vast waves swept the wreck about, and the people, faint and weeping, lay almost prostrate on the deck. One by one, men, women and children, grew too weak to withstand the repeated buffeting, and were washed overboard in sight of those who were momentarily expecting the same fate. Among the first thus engulfed were Mr. and Mrs. Strain and their two children; Misses Lloyd and Wallace; the missionaries, Mrs. Pearce's baby, with its Chinese nurse, and the Capt. Hill, whose leg was broken, but who had borne himself calmly and bravely. He was washed overboard with several of the native crew."

"The storm abated slightly on the morning of the 10th, and those who were able to move began to search for food, hunger until then having failed to assuage their ever more acute privations. This proved a task of the greatest danger, as the big seas were still sweeping over the vessel. The fourth engineer, while trying to procure water, was struck senseless and almost washed overboard before he could be dragged to a place of safety. It was five hours before he was restored to consciousness. Mr. Pearce was only saved from being washed overboard by the prompt action of his dauntless wife."

"The search for food resulted in their getting very little of it, and this was shared out equally in very small portions. No vessel was sighted until the 13th, and then the distress signal was not seen. On the 17th and again on the 20th other vessels were sighted, but the signals either were not seen or were ignored."

"On June 25th, when things were at their worst, and the food supply was almost exhausted, Messrs. Wylie, Keith, Cave and Valpy bravely ventured across the deck to the store room and got a fresh supply. That evening two steamers were sighted. One proceeded without paying any attention to the distress signals. The other anchored under the lee of the island. As soon as she was sighted, a Lascar mounted the rigging and signalled her. In reply candles burned in her port holes, and at day-break on the 26th a suspense of 17 days was relieved by the spectacle of the steamer rounding the point and heading towards the wreck. She dropped anchor about a mile away."

"A heavy sea was still running, but the wind had moderated slightly. With heartfelt joy mingled with the tears of the men and hysterical sobbing of the women, they saw the life boat lowered. It took her three-fourths of an hour to reach the wreck. Every man rushed to the broken side of the ship. It was the life boat of the Indian government steamer Mayo, and in charge of Lieut. Dohin and Go-Bendit."

"They skillfully avoided the tremendous wash and secured all of the survivors in two of the ship's boats. Every attempt was made to get them on board the Mayo."

Peterborough, Oct. 22, 1896. To Messrs. Edmondson, Bates & Co., Toronto. Gentlemen,—I take great pleasure in testifying to the merits of Dr. Chase's K. & L. Pills. They prove themselves to be just what they are recommended for, and are one of the best selling pills that I have ever handled.

J. D. TULLY, Druggist.

Listed, Sept. 22nd, 1896. Edmondson, Bates & Co., Toronto. Gentlemen,—I have pleasure in saying that Dr. Chase's Ointment, Pills and Catarrh Ointment, and Linseed and Turpentine are selling well, and are giving every satisfaction. Many of my customers have spoken highly in their praise. Yours truly, J. A. HARKING.

THE SENATE.

It is said that the senate is needed as a revisor of hasty legislation passed through the commons. Curiously enough, it acts as a revisor only when the commons is Liberal; when the commons is Conservative the senate is only a appendage. Take the case of the Drummond County railway arrangement, for instance. If that arrangement had been concluded by any of the Conservative governments the majority in the senate would never have thought of calling it in question, but would have passed it through without a word. They passed a great many more than dubious jobs through for Sir John Macdonald and his successors, jobs which should have really aroused the suspicions of the senators who pretend to feel over the Drummond County bargain. The senate cannot be regarded by any person of common sense as an impartial revisor; it is either a partisan ally or a partisan obstructionist, according to the complexion of the government.

WHY NOT BUILD?

"The Times has got where we thought it would," quoth our sapient neighbor. It is very likely that the statement is quite accurate—provided the proper interpretation is placed upon it. We have no desire to take from the Heinze organ any credit it deserves as a prophet, and therefore assume that its thoughts were of a character to justify its statement quoted above. That is to say, the Colonist thought the Times would be found defending the public interest against private speculators, and that is precisely where the Times "has got." For that matter, it is where the Times is always to be found. Further, our neighbor doubtless predicted to itself that the Times would not only get but stay where it could drive to the best of its ability to secure for Victoria and the other coast cities the largest possible benefit from whatever public funds were to be devoted to railway building. The Times has been most happy to fulfil the Colonist's prophecy; moreover it intends to continue in the good work. We respectfully offer the suggestion that the Colonist should come over and help us, instead of working for the interest of a clique and against the welfare of this and the other coast cities. Reform in 'his respect would make our neighbors more worthy of the position it pretends to aspire to—that of Victoria's chief friend. Having said so much in regard to position, let us repeat the question which the Heinze organ this morning took some trouble to evade. Why do not Heinze and his friends go to work and build the road from the Columbia to Pentonick? They have the provincial land and money subsidy, and they are under bond to build the line, construction to proceed from both ends. Are they prepared to forfeit the bond and forego the provincial subsidy if there is no Dominion bonus forthcoming? These questions are of more importance to the public than any positions the Times and Colonist may choose to take in respect of public or private interests. It is said American congresses are about to push their lines of the international boundary—they can do nothing more at present—in order to secure the trade of the Kettle River district. They expect no bonus; and if they build at all they will count on being recompensed by the traffic they gain. If there is a prospect of their making this move, and it is so desirable to head them off, why cannot Mr. Heinze's subsidized company perform the task? There is not the slightest possibility of a Dominion subsidy being granted for nearly another year, and is that time to be allowed to lapse without an effort to avert what is held up as a terrible danger?

MILLIONS IN IT.

The Toronto Telegram, whose owner is Mr. J. Ross Robertson, M.P., gives publicity to the following story about the Heinze railway deal proper: "The Heinze railway scheme, which failed to pass the committee in the house the other day, seems to have been one of rather gigantic proportions. The Dominion subsidy, for 200 miles, was \$10,000 per mile, which equals about two millions of dollars. The provincial government subsidy for the first 100 miles was \$4,000 per mile, equal to \$400,000. A large acreage of valuable land was to be given as a bonus for the other hundred miles. It appears that after the road was finished it was to be taken over by the C.P.R. and that the implied understanding spoken of in the committee really meant that the C.P.R. was to give \$22,000 per mile in cash for the road after it was completed, or as an alternative the builders of the road were willing to take the C.P.R.'s guarantee for their bonds, and sell out for fifteen thousand in cash per mile for 200 miles. This would be three millions of dollars, and with the \$2,000,000 from the Dominion, and the provincial subsidy of \$400,000, would make a total of \$5,400,000. It is stated that the take-off in the transaction would have been between two million and a half and three millions, but putting the amount at \$1,500,000 it would be quite a neat sum to divide amongst the promoters. It is understood that two of the principals wanted 68 per cent. of the make-off; but that another principal interested would not agree to this proportion." If this story be true it will explain how the promoters were ready to pay \$55,000 to remove opposition. The Telegram, however, may not have got hold of all the facts, because men who conspire together in this way are very careful that the whole truth will not be known to the public; but the central idea of the story—that the scheme was designed by the method described, or a similar one, to enrich the promoters—seems probably more than a supposition.

WHY NOT BUILD?

Speaking of the railway question the Boundary Creek Times says: "It is just possible that some arrangement may yet be made through which Heinze will be able to build the road. He has a great deal to lose by not building; he has a large land grant; he secures \$4,000 a mile for 100 miles. If he begins construction within fifteen months from May 1st last, and he is under bonds to begin work within that time. He has a smelter that requires ores, and the district through which the road will pass will furnish him with an abundant supply. Taking all these things into consideration, Heinze may yet begin the construction of the road." It might be supposed that with circumstances so combined Mr. Heinze and his company would be ready to construct their road forthwith. The statement that two American competitors, Mr. Corbin's and the Seattle & International, are planning roads to the Boundary Creek district, is vigorously used as a bugbear on behalf of the Heinze organization. These companies have no subsidies in prospect, and must therefore build, if they build at all, for the sake of the traffic only? Why cannot the Heinze company do the same? Probably it would if it saw no chance of a further grab. It will be remembered that when the Columbia & Western was incorporated the announcement was somewhat ostentatiously made on its behalf that no subsidy of any sort would be sought. Now the road cannot be built without a Dominion subsidy in addition to the provincial gifts already voted. This change of tone is most remarkable.

Montreal Herald: "We believe that the protests which were made by Liberal members of parliament against the continuance of the Conservative policy of spending money on public buildings in small places all over the country, will be echoed by the Liberal party and the electorate generally all over the Dominion. We reiterate, in the strongest manner, the principle, so long acted upon in this country, that expenditures can be justified upon another basis than the requirements of the public service. It should be understood by everybody, without loss of time, that the fact of a certain county not having received any railway subsidies is not a sufficient reason for building in it a postoffice, or anything else. And if the idea is lodged in the mind of any members of the government that this is the time for evening up expenditures, as between Liberal and Conservative counties, we hope that alongside that idea is a clear appreciation of the fact that there must be no expenditure made in the process which is not warranted by the necessities of the public service. The dispatches relate that in a political address at Neepawa, Manitoba, Hugh John Macdonald attributed the late defeat of the Conservative party to the fact that a new generation had practically arisen, who knew not the mismanagement of the Maclean government, but claimed that this defeat would ultimately rebound to the success of the Conservative party, as the electors would have an opportunity of contrasting the actions of the present government with those of the Conservatives." If the "new generation" which has arisen since Mr. Mackenzie's time knows nothing of the alleged misdeeds of that gentleman's government it must yet have had a very lively sense of the Conservative government's shortcomings to make it declare so emphatically for a change. But there were undoubtedly a good many people of Hugh John's own generation who can quite well remember the days of the Mackenzie regime, who joined in the declaration.

Proposals of the ore export duty the Spokesman-Review quotes a British Columbia mine operator living in Spokane as saying: "The Le Roi incident is one of those things that is likely to become national in its importance before it is ended. It would not surprise me in the least to see the Le Roi smelter built at Northport, and then if this attempt is made to coerce them by placing a duty on the exports from the province, to see the Le Roi mine closed down until the matter is settled. The smelter was built by the Le Roi company, and the Le Roi company is now in a state of affairs that would be a great deal better for the province than it is at present. If the Le Roi were the only mine of importance in the vicinity of Rossland a threat like this would have more apparent strength, but there are others. In any event it seems hardly probable that the owners of the Le Roi would decide to close down, duty or no duty." Experiment has succeeded in the reduction of air to a liquid state at a temperature of something more than 200 degrees below zero, and wonder-mongers are at work prophesying of what is to be achieved with fluid atmosphere. Prof. Dewar, in lecturing upon the liquefaction of air as an agent of research recently at the Royal Institute, referred to the effects of extreme cold upon living organisms. It has been found that the spores of ordinary living putrescent matter are not killed by being subjected to the temperature of liquid air. Whether seeds will germinate after exposure to the ordeal is not yet absolutely known.

WHY NOT BUILD?

The Province Publishing Co.'s enterprise in publishing maps of the province merits success. The latest issue is a "road map" of Vancouver and New Westminster districts, especially for the use of cyclists. The map is in the shape of a folder that can be carried in the pocket, and is strongly mounted. It shows all the roads of the two districts which, presumably, are in a condition to be travelled over on "the wheel." The cyclist who is a stranger in the districts will be able to travel with confidence and ease if he carries one of these maps with him. The extraordinary activity of several prominent politicians and the hysterical ranting of their organ can only be accounted for in this way.

The charter-mongers, Heinze and Milne, have locked horns at Ottawa, the result being a doubtful outlook for the immediate construction of a railway through this southern portion of British Columbia. Upon the offending head of Dr. Milne all sorts of imprecations are being lavishly heaped, whilst to his opponent a certain amount of sneering adulation is being offered, mingled with censure. Why are people so inconsistent? Surely they do not entertain the idea that either the one or the other will give a thought to the public weal, or will fight to obtain privileges which the people of this province, or rather a portion of their representatives, have placed them in a position to expect. Did not the provincial government go to the length of entering into a cash subsidy, and did not the same government grant to the other a charter, carrying with it a tremendous land bonus, and endeavor as well to supplement the concession with a cash subsidy amounting to many thousands of dollars? Why, therefore, censure these men, who are nothing more than the representatives of rings and cliques, and servants who are expected to do the bidding of their masters? Would it not be more consistent to turn attention to the government that shirked its responsibility to the people, and gave into other hands concessions, which in the one case had not been obtained, and in the other have offset the cost of building the road so badly needed between Pentonick and the Columbia river? The British Columbia government is responsible for the jarring and clashing and wrangling of the charter-mongers, and it is not so much the province that has been misled as Ottawa, and the sooner the people of the province realize this the sooner will the subsidy-seeking and land-grabbing policy be done away with and one substituted for it, having for its object the ultimate betterment of the province under the direction of a responsible government. In the meantime and until such a changed state of affairs as outlined above can be brought about, something must be done to insure a railway way built through the Boundary Creek district at the earliest possible moment, that is if the people of the province and those of the coast particularly do not wish the trade of the district diverted into alien and southern channels. Did the Turner government recognize its duty to the people, it would immediately take steps to put into execution the building of the road from Pentonick to the Columbia, and if provincial enterprise, the same to be extended to the coast as soon as possible, or as soon as circumstances would permit. By such action the whole question could be settled at once.—Midway Advance.

The Toronto Telegram, whose owner is Mr. J. Ross Robertson, M.P., gives publicity to the following story about the Heinze railway deal proper: "The Heinze railway scheme, which failed to pass the committee in the house the other day, seems to have been one of rather gigantic proportions. The Dominion subsidy, for 200 miles, was \$10,000 per mile, which equals about two millions of dollars. The provincial government subsidy for the first 100 miles was \$4,000 per mile, equal to \$400,000. A large acreage of valuable land was to be given as a bonus for the other hundred miles. It appears that after the road was finished it was to be taken over by the C.P.R. and that the implied understanding spoken of in the committee really meant that the C.P.R. was to give \$22,000 per mile in cash for the road after it was completed, or as an alternative the builders of the road were willing to take the C.P.R.'s guarantee for their bonds, and sell out for fifteen thousand in cash per mile for 200 miles. This would be three millions of dollars, and with the \$2,000,000 from the Dominion, and the provincial subsidy of \$400,000, would make a total of \$5,400,000. It is stated that the take-off in the transaction would have been between two million and a half and three millions, but putting the amount at \$1,500,000 it would be quite a neat sum to divide amongst the promoters. It is understood that two of the principals wanted 68 per cent. of the make-off; but that another principal interested would not agree to this proportion." If this story be true it will explain how the promoters were ready to pay \$55,000 to remove opposition. The Telegram, however, may not have got hold of all the facts, because men who conspire together in this way are very careful that the whole truth will not be known to the public; but the central idea of the story—that the scheme was designed by the method described, or a similar one, to enrich the promoters—seems probably more than a supposition.

THE RAILWAY MUDDLE.

The charter-mongers, Heinze and Milne, have locked horns at Ottawa, the result being a doubtful outlook for the immediate construction of a railway through this southern portion of British Columbia. Upon the offending head of Dr. Milne all sorts of imprecations are being lavishly heaped, whilst to his opponent a certain amount of sneering adulation is being offered, mingled with censure. Why are people so inconsistent? Surely they do not entertain the idea that either the one or the other will give a thought to the public weal, or will fight to obtain privileges which the people of this province, or rather a portion of their representatives, have placed them in a position to expect. Did not the provincial government go to the length of entering into a cash subsidy, and did not the same government grant to the other a charter, carrying with it a tremendous land bonus, and endeavor as well to supplement the concession with a cash subsidy amounting to many thousands of dollars? Why, therefore, censure these men, who are nothing more than the representatives of rings and cliques, and servants who are expected to do the bidding of their masters? Would it not be more consistent to turn attention to the government that shirked its responsibility to the people, and gave into other hands concessions, which in the one case had not been obtained, and in the other have offset the cost of building the road so badly needed between Pentonick and the Columbia river? The British Columbia government is responsible for the jarring and clashing and wrangling of the charter-mongers, and it is not so much the province that has been misled as Ottawa, and the sooner the people of the province realize this the sooner will the subsidy-seeking and land-grabbing policy be done away with and one substituted for it, having for its object the ultimate betterment of the province under the direction of a responsible government. In the meantime and until such a changed state of affairs as outlined above can be brought about, something must be done to insure a railway way built through the Boundary Creek district at the earliest possible moment, that is if the people of the province and those of the coast particularly do not wish the trade of the district diverted into alien and southern channels. Did the Turner government recognize its duty to the people, it would immediately take steps to put into execution the building of the road from Pentonick to the Columbia, and if provincial enterprise, the same to be extended to the coast as soon as possible, or as soon as circumstances would permit. By such action the whole question could be settled at once.—Midway Advance.

Montreal Herald: "We believe that the protests which were made by Liberal members of parliament against the continuance of the Conservative policy of spending money on public buildings in small places all over the country, will be echoed by the Liberal party and the electorate generally all over the Dominion. We reiterate, in the strongest manner, the principle, so long acted upon in this country, that expenditures can be justified upon another basis than the requirements of the public service. It should be understood by everybody, without loss of time, that the fact of a certain county not having received any railway subsidies is not a sufficient reason for building in it a postoffice, or anything else. And if the idea is lodged in the mind of any members of the government that this is the time for evening up expenditures, as between Liberal and Conservative counties, we hope that alongside that idea is a clear appreciation of the fact that there must be no expenditure made in the process which is not warranted by the necessities of the public service. The dispatches relate that in a political address at Neepawa, Manitoba, Hugh John Macdonald attributed the late defeat of the Conservative party to the fact that a new generation had practically arisen, who knew not the mismanagement of the Maclean government, but claimed that this defeat would ultimately rebound to the success of the Conservative party, as the electors would have an opportunity of contrasting the actions of the present government with those of the Conservatives." If the "new generation" which has arisen since Mr. Mackenzie's time knows nothing of the alleged misdeeds of that gentleman's government it must yet have had a very lively sense of the Conservative government's shortcomings to make it declare so emphatically for a change. But there were undoubtedly a good many people of Hugh John's own generation who can quite well remember the days of the Mackenzie regime, who joined in the declaration.

UNCLE SAM GUESSING.

United States Speculating Upon Outcome of the Imperial-Colonial Conference.

Penny Postage to All Parts of the World and Military Co-operation by the Colonies.

New York, July 3.—A dispatch to the World from London says: "The only possibility of a war interdicting Canada is a war with the United States, and that I refuse to consider," declared Premier Laurier, when the proposition was made to him here that Canada help the British navy. The World correspondent is able to give, on the highest authority, exclusive particulars of the conference between Colonial Secretary Chamberlain and the colonial premiers. Three things have grown out of the presence of the colonial premiers in England for the jubilee which interests the United States. One is the proposition for penny postage to all parts of the empire. Another is the establishment of a naval reserve in the colonies, and a third, military co-operation with Great Britain on whatever part of the globe there is any danger. Thursday's conference brought out the suggestion that penny postage to the colonies be made an achievement of the jubilee year. This is tantamount to its acceptance, and it means that a letter sent to New York from London will cost 2 cents, while a letter from London to Montreal would cost 2 cents. A striking illustration of the discrepancy would be furnished by Detroit, Michigan, and Windsor, Ont. They are only separated by the Detroit river, but there would be a 3 cents difference in cost of sending letters from London.

The naval matter Premier Laurier's attention was called to the fact that Australia is to furnish a squadron to the Cape offers to furnish a first-class battleship if Newfoundland would furnish the men. It is not quite certain that this would be a violation of the treaty with the United States. In regard to the military co-operation for the English army is being done at present in the colonies. The proposition is to recruit officers in the provinces, including Canada, and to send them to South Africa was especially in favor of this, in order to give an opportunity to enroll imperial troops at the Cape. It would give an opportunity to enroll imperial troops against President Kruger on his own ground.

Windsor Salt advertisement with image of a salt container and text: "First and Best for all and Dairy no adulteration. Never takes..."

HON. MR. TARTE'S SPIRITED REPLY.

The Minister of Public Works Retorts Upon His Calculators and Persecutors.

Challenges an Investigation by the House—Some Hot Shots for the Enemy. The insinuations of the opposition that the proposed acquisition of the Drummond County railway by the government covered a deal whereby the Hon. Mr. Tarte received a sum of money from the owners of that road, which he purchased the newspaper La Patrie, has been met by the minister of public works with an unequivocal denial. His speech on the 27th ult. created a sensation. The Globe's report is as follows: Mr. Tarte made a speech that held the attention of the house. He alluded to the campaign against the proposal made in the Montreal daily press and the charges made against him personally and the government as a whole. He spoke warmly. He pointed out that the La Presse newspaper by Armstrong, and a disappointed schemer. There was a projected railway scheme between Montreal and Quebec, in the middle of which Armstrong had a character in the consummation of which included the building of a bridge at Longueuil. Armstrong had subsidized a portion of the press in Montreal. Shares in this bridge amounting to \$100,000 were given to the La Presse newspaper by Armstrong, and he had distributed other shares among newspapers. He knew of others who had received shares, and intimated that the government had an enemy in its own camp. He challenged an investigation, Armstrong came to the government and asked them to buy the Baies des Chaleurs Railway or to give him a guarantee of a few millions. The government refused, and they had discovered that Armstrong had a character in the consummation of which included the building of a bridge at Longueuil. Armstrong had subsidized a portion of the press in Montreal. Shares in this bridge amounting to \$100,000 were given to the La Presse newspaper by Armstrong, and he had distributed other shares among newspapers. He knew of others who had received shares, and intimated that the government had an enemy in its own camp. 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"Why didn't you keep to your own side of the road

Blooming Idiot

perhaps it was my fault, but never mind, I am a "quicker" than you. You never saw any of the way it went, but I will tell you how it went and straits it is-well, it is just

EVERAS, L.D.S., Quebec, writes: Iren sprained her ankle, which was discoloured. Some "quickcure" was used; the pain ceased at once, the swelling subsided, and on the fourth day she walked as if nothing had happened.

Over.

Crow's Nest Pass, Columbia & Western, Vancouver, Victoria & Eastern Railway subsidies. Victoria always has the black eye. A long suffering and forbearing people. We can't subsidize railways, but we can help you out on Groceries, for we are BROAD GAITERS and vendible train of satisfaction.

Peaches and Apricots for preserving, 90c. a box. 20 pounds Sugar for \$1.00. Bring your jug and we will fill it with pure Maple Syrup. Two bottles local Beer for 25c. Fruit Jars-Plums, Quarts and Half Gallons.

DIXIE H. ROSS & CO.

held the whole eighteen men, but the captain did not wish to risk the lives of the twelve men in it. The missing men, who it is morally certain are drowned, are Captain Tollsens, First Mate H. A. Hansen, Stewart Hans Wickner, Cook Wilhelm Jarsens, Able Seaman Alex. Sjogren, Carl Carpenier. The survivors have been taken charge of by the Norwegian consul here, Mr. Schwartz. They had very little hardship before being rescued.

Wearily wives, mothers and daughters-tired nurses, watchers and help-tired women of all classes should take Ayer's Sarsaparilla. It is the kind they need to give pure blood, firm nerves, buoyant spirits, and refreshing sleep. There is no tonic equal to Ayer's Sarsaparilla.

WINNIPEG WIRINGS.

The Rainy River Railway-The Dennis Election. Winnipeg, July 2.-Messrs. Mackenzie and Mann, contractors for the Lake Dauphin railway, have been notified by Premier Greenway, railway commissioner, to cease the further construction of the road, and the workmen have been recalled. The intention was to construct an additional 25 miles this summer, connecting the line with Lake Winnipegosis.

Messrs. Mackenzie and Mann have secured the contract for building 80 miles of the Rainy River railway from the end of the Port Arthur, Winnipeg and Duluth line, over which perpetual running powers have been secured. Mr. Mann stated today that surveys would be put to work immediately and that as soon as they were done enough work on the construction of the road would be begun.

The police detachment at Battleford picked up the body of a man on a sandbar in the river near Hebertville, last week, but his head was not eaten away to be unrecognizable. He was dressed in blue overalls and had one shoe on. It is thought that it may be that of Robt. Scofield, ex-captain of the 2nd Royal Artillery, who was drowned while mining at Saddle Lake in November last.

Miss Grantham, who recently arrived in this city from England with a brother and other relatives, was found dead in her bedroom room at 445-447 Main street.

Fishermen on Lake of the Woods report their catch much greater this season than last year.

The Brandon Sun gives currency to the report that the older, Patron candidate for Dennis, is about to retire from the contest, giving Kennedy, Liberal, the seat by acclamation.

An attraction at the Rat Portage regatta was an exhibition single-scell race between Gaudaur and Hackett. The former won easily.

TO RETAIN THESSALY.

Turkey Maintains the Right to Hold That Territory. London, July 2.-A dispatch to the Times from Constantinople, dated Wednesday, says: "Tewfik Pasha will announce to the ambassadors of the powers to-morrow (Thursday) that the cabinet maintains the indefensible right of Turkey to retain Thessaly by virtue of conquest."

A Constantinople dispatch to the Standard says that Edhem Pasha, the commander-in-chief of the Turkish forces in Thessaly, has tendered his resignation to the Sultan on the ground that under the proposed peace conditions he will be unable to guarantee the discipline of the army.

HUGE FIRE RAGING.

Immense Conflagration in the Mountains in Spain. London, July 3.-A dispatch to the Daily Mail from Madrid says that a huge fire has been raging in the mountains in the province of Murcia, northwestern Spain, since Wednesday. The flames extended over an area of twenty miles, destroying villages, cattle and other property. It is feared that there has been considerable loss of life.

THE RIVAL SCHEMES

Secretary Norman McLean Tells the V. V. & Eastern Side of the Story. How the Agreement Was Made by the Companies and Then Broken Off.

Mr. Norman McLean, secretary of the V. V. & E. railway company, has been interviewed by the Vancouver World with the following result: "The remark that he had had a hard time in Ottawa, Mr. McLean said: 'Yes, I am justified in saying that we were in a splendid fight, and what appears to us at this time to be a hopeless task came out at the last in our favor.' 'Who were your opponents?' 'The Columbia & Western, represented by Mr. Heinz, and a solicitor, Mr. Marshall, ex-M.P. of London, Ont.; H. Holt, a prominent railway contractor, of Montreal, and S. H. Jones, a leading and well-known capitalist of Toronto, all of whom are now supposed to be directly interested in the construction of the C. & W. line.' 'Before leaving for the East did you have any assurance that the Dominion government would grant a subsidy this year to any railway west of the Columbia river?' 'No; in fact, we understood, and that on very good authority, that no subsidy would be granted the V. V. & E. R., covering the same ground as that embraced in the one we received from the legislature at its last session, extending to about 430 miles from the coast to the Columbia river.' 'Is it a fact that a change had taken place in what you believed to have been the policy of the federal government in regard to the subsidy for a line extending westward from the Columbia river?' 'Yes, I believe that was the intention of the government until the situation changed in the matter from its various standpoints, decided to await development. That was the cause, largely, of the bitter fight we had in Ottawa for the last six weeks.' 'How did this conflict between yourselves and the Columbia & Western people begin?' 'It began by a decided and very hostile opposition in the railway committee to a plan of a charter to the C. & W., many of the members as well as some of the ministers believed that it would be a barrier to the direct line, the scheme which was proposed to the people of the west so urgently desire to see consummated. The conflict was also embittered because the C. & W. people did not wish to see a cash subsidy granted to us while they were not similar. We carried on the most ineffectual attempts to force the Columbia & Western bill through the committee it was suggested by some of the members thereof that the V. V. & E. R., and the C. & W. bills be laid over, so as to give the two companies time to arrange for an amalgamation of their interests, if possible, upon such a basis as would be satisfactory to the people of the west as a whole, and especially to those along the projected route. The consideration of the bills was accordingly deferred for that purpose. At our first meeting with those who represented the former scheme, we stated, plainly and emphatically, that no proposition would be entertained unless it would secure the construction of the direct line from the Columbia river to the coast and that at the earliest possible period, and on the basis already laid down by the promoters of the V. V. & E. R. After several meetings with our opponents, at which Messrs. Maxwell and McInnes were present, an agreement was arrived at by which the interests of both companies were to be combined, so as to carry the undertaking through to the coast, and thereby ensure connection between Vancouver, Victoria and New Westminster and Kootenay. In view of our agreeing to this, and as the promoters of the V. V. & E. R. had already spent a considerable sum in surveys and preliminary work during the last four years, as well as in procuring a provincial charter, it was agreed that a consideration was to be given for part of this. A small portion of this was to be paid when both bills passed the house of commons and a subsidy was arranged for, while the balance was to be handed to us when the road was constructed from the Columbia river to Penitencio; and from there on to the coast. The members of the railway committee, as well as many not of that body, and some of the ministers, agreed that this was a fair and honest business arrangement, and made in the best interest of all concerned. All I conversed with believed that if carried out ample justice would be done to the people along the line of the projected railway, and would be in the interests of the coast cities, the province and Canada generally. 'As much has been said in relation to the alleged agreement it would be of interest to the readers of the World to learn from you who signed the agreement?' 'That is a simple question, and the answer is equally so. The agreement was signed by Dr. Milne and myself, Messrs. Holt and Hyman. For reasons best known to them, Messrs. Holt and Hyman were to handle the matter over for a night, and upon consulting his solicitor, he, on his own behalf, notified the solicitor of the Heinz organization that he would not be bound by the agreement. Consequently, when the members of the railway committee learned that the dispute was still unsettled, they did not attend the meeting which was called for that morning. Therefore there was no quorum, and, as it was the last meeting of that body and the last day on which a meeting could be held, both bills had to be laid over for this year. I must here state that there

GOSSIP OF LONDON

The Metropolis Doffing Her Holiday Dress-A General Exodus of Visitors. Mr. Chamberlain's Ill Luck-Londoners Laughing at Stories Regarding Queen's Health.

London, July 3.-The Jubilee functions are ended, and London is reluctantly doffing its holiday garb. But undressing apparently takes as long as dressing. Carpenters are still slowly tearing down stands. Most of the princes and special envoys have departed. The familiar belle in 'Queen's weather' which has become a fixed superstition, is almost justified by the remarkable weather which greeted every public appearance of Her Majesty, and the surprising feature is that since the beginning of the festivities, there have been many rainy days between them. General Nelson Miles, U.S.A., has been a rather embarrassing element to the British government, as he insisted upon taking more than they intended him to do. The government provided rooms, servants and carriages at the Hotel Alexandra for Rear Admiral J. N. Miller, U.S.N., and General Miles. But the invitation was not extended to their wives. General Miles, accompanied with his wife and occupied both rooms, leaving Admiral Miller the room which the court officials intended for the servants accompanying the two officers. Admiral Miller thereupon declined to remain at the hotel, and repaired to the lodgings where his family was installed. The court officials were greatly distressed, and wished to take a suite of rooms at the Victoria hotel for the general and his family. But the secretary of state for the colonies, Mr. Joseph Chamberlain, provided royally with a new sensation on Wednesday. Mr. Chamberlain took the late Sir Julian Goldschmidt's big house at Piccadilly and invited 2,000 guests to the banquet and reception following it, all of whom apparently accepted. The banquet was a crushing Londoner. The sudden bringing of eight or nine hundred carriages into Piccadilly upset the police and made an interminable jam, the result of which was the greatest crush that London remembers. The sudden bringing of eight or nine hundred carriages into Piccadilly upset the police and made an interminable jam, the result of which was the greatest crush that London remembers.

REMARKABLE CASES

Chrono Invalids Raised From Their Sick Beds After Giving Up Hope. London, Ont.-Henry R. Nicholls, 176 Rectory street, catarrh; recovered Dr. Chase's catarrh cure, 25c. Markdale-Geo. Crowe's child, itching eczema; cured. Chase's ointment. Truro, N.S.-H. H. Sutherland, traveler, piles-very bad case; cured; Chase's ointment, 60c. Lucan-Wm. Branton, garden, pin worms; all gone. Chase's pills. L'Amable-Peter Van Allan, eczema for three years. Cured. Chase's Ointment. Gower Point-Robano Bardard, dreadfull itching piles, 30 years. Well again; Chase's Ointment, 60c. Meyersburg-Nelson Simmons, itching rheumatism and suffering from dialues; cured. Chase's Ointment. Malone-Geo. Richardson, kidney and liver sufferer; better. One box Chase's Pills. Chesley-H. Will's son, crippled with betes, completely recovered. Chase's Pills. Matchard-Township-Peter Taylor, kidney trouble, 30 years; cured. Chase's Pills. Toronto-Miss Hattie Delaney, 174 Crawford street, subject to perpetual colds. Cured by Chase's Syrup of Linseed and Turpentine. 25c. Dr. Chase's remedies are sold by all dealers. Edimamson, Bates & Co., manufacturers, Toronto.

MISS MILLER DEAD.

Thought to Have Contracted Fever on the Atlantic Voyage. Southampton, July 3.-Miss Ellen Miller, only daughter of Rear-Admiral Miller, U.S.N., died in London this morning. Miss Miller had been sick ever since she landed and is believed to have contracted typhoid fever while on the voyage across the Atlantic.

ONE HONEST MAN.

To the Publisher: Please inform your readers that I wrote to confidentially I will mail in a sealed envelope the plan pursued by which I was permanently restored to health and manly strength after years of suffering from nervous weakness, loss of vigor, unnatural discharges, and lack of development to extent money from any one. I have no solemnity to enter money from any one. I was robbed and deceived by the quack I used, who has lost his faith in mankind, but thank Heaven, an honest man, vigorous and strong, and anxious to make the cure of one from me. Unsolicited indentations from my grateful friends who have been cured through my free advice. Mr. Maderick I saw your notice in the paper some time ago and wrote you about my case. After following your advice which you so kindly gave me, I am very glad to say that I am now perfectly cured. I wish to thank you a thousand times for your kindness. Heaven grant you a long and prosperous life in the midst of your family. Judge of my surprise to receive a kind letter of so valuable advice, absolutely free. It is the first advertisement I have answered that I did not see me to call at the Express Office and pay for medicine that I had not needed. I am happy to say that you are truly an Honest Man. Cause the endorsement of both Paine and Freese. In conclusion, I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. Perfect secrecy assured. Address, with stamp: MR. WM. T. MULLFORD, Agents, Supplies. P. O. BOX 269-ST. HELENA, QUEBEC.

THE WALTER L. MAIN

GRANDEST AND BEST SHOWS

3 - RING CIRCUS - 3

5 CONTINENT MENAGERIE 5

Trained Wild Beast Show

FREE HORSE FAIR

Real Roman Hippodrome.

AT VICTORIA

Monday and Tuesday, July 12 and 13.

THE MIGHTY BOVALAPUS.

MARVELLOUS PERFORMING ELEPHANTS.

A Hippodrome giving all kinds of Races.

PERRIER.

The World's Highest and Longest Diver.

Original European Wild Beast Show

100 Renowned Home and Foreign Stars

MENAGERIE OF HUNDREDS OF ZOOLOGICAL SURPRISES.

Baby Lions and Baby Hippopotamus, Birds, Beasts and Reptiles.

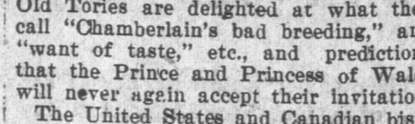
Grand, Glorious, Unparalleled, Free, Gorgeous

Street Parade

On Monday morning, July 12, ure, at 10 o'clock.

Two grand performances each day. Bicycles on check at the candy stands. Tickets on sale show day at Jamieson's Book Store.

SEE THAT THE FAC-SIMILE SIGNATURE OF CHARLES H. FITCHER IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA



Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Prepared by J. C. FITCHER, Proprietor, 609 N. 3rd St., Philadelphia, Pa.

Appears on the wrapper of every bottle of Castoria.

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get Castoria.

EXACT COPY OF WRAPPER.

of the kitchen and steps. The bases of the talk of the town, and many bitter remarks are circulating in society. Old Tories are delighted at what they call "Chamberlain's bad breeding," and "want of taste," etc., and predictions that the Prince and Princess of Wales will never again accept their invitation to the United States and Canadian bishops are being royally entertained everywhere. Every bishop has more invitations of hospitality than he can accept, and the same is the case with invitations to preach. The Archbishop of Canterbury received them all most cordially and influences by the wholesale, as reported in the press, are being brought to bear in favor of the Archbishop of Canterbury's great scheme to obtain the adhesion of all colonial, and all American bishops, to such an acknowledgment of the Archbishop of Canterbury's headship of the Church of England and the offshoots as to practically permit him, in a large measure, to control the internal affairs of such churches. The United States bishops, but some of the colonial bishops warmly advocate it. The question is probably too broad a one to be decided offhand.

Are free from all crude and irritating matters. Concentrated medicine only. Castoria's Little Liver is a pleasant, easy to take; no pain; no griping; no purging. Try them.

A GOOD COUNTRY. Col. Head, of California, Talks of East Kootenay.

Spokane-Review: Colonel A. E. Head, rugged and hearty, an old California pioneer, has been up in the Port Kootenay country, and returned Tuesday night.

Colonel Head's visit to the northwest at this time is linked together with theories by knowing mining men, who profess to believe in the foreground of the California mining millennium, who have hitherto persistently kept out of Idaho, Washington and British Columbia, but now see in the history of our mining camp developments that it is in California in early days. Colonel Head does not pretend to be buying anything. He is like the lady shopping-just looking around. He is evidently trying to ascertain by personal observation what kind of grades and quantities of ore there are, where they are. Through a lifetime has been spent in mining, he goes around, curious as a school boy, and as a student, he talks with prospectors by the hour, gets their views and descriptions of ore bodies, veins, leads and lodes, and examines all of the specimens of worth he can secure. Not even his most intimate friends has he yet suggested what his mission was-merely looking over the country. This morning he leaves for Rossland.

"The Fort Steele is a big country," Colonel Head said, "There are good indications as to the future development of the country. This morning he leaves for Rossland.

Speaking of silver-lead properties, Col. Head referred to the great mines of the North Star, the Sullivan group and the St. Eugene. "Hogan's hill," he said, speaking of the Sullivan group, is in part owned by Frank Hogan, a great prospector. It is not sufficient, but developed yet to tell much about it, but it has a bigger capping and more favorable indications from the surface showings than any mine-the North Star development has been done as yet, but indications are there that point to the future mineral development of the country.

THREE FIRES.

From Saturday's Daily. Three fire alarms within one hour kept the city firemen both anxious and busy this morning. Shortly after noon, a fire broke out at the residence of the Burns Road, outside the city limits, burned to the ground. A family named Kelly owned and occupied the building, which was insured in the Union Company, Mutual of London & Co. agents, for \$300. A lamp explosion was the cause of the fire. The second call was for a chimney fire in Chinatown. As both alarms paraded were kept ready awaiting a call from the chief. The distance from the fire stations of the first fire, and the significance of the second, were reasons for refraining from taking the firemen out, but the chief will that the men should give up their sleep, as box 61 was turned in shortly after 1 o'clock. A fierce fire, undoubtedly caused by an incendiary, was raging at the Star ship mill in the city. A large workshop, containing six sailing boats, with a large quantity of tools, and an adjoining residence were entirely consumed, and the firemen had a very busy day. The loss will amount to \$1,000, with no insurance. The property was owned by Mrs. J. C. Beales and rented by Mr. Trahey. There had been no one on the premises for several days, which bears out the theory of incendiary.

BOVRIL

Is the Product of Prime Ox Beef

BOVRIL

Forms a complete food for Brain, Blood, Bone and Muscle, and supersedes all ordinary Meat Extracts, for flavoring and enriching Soups, Sauces and Made Dishes. Sold by all first class Grocers and Druggists.

BOVRIL, LIMITED

27 St. Peter St., MONTREAL

HON. AMOR DE COSMOS

Death of the Leader of an Old Time Political Party of Victoria.

Was a Member of the Legislative Council of the Colony Before Confederation.

The First to Go East and Advocate the Admission of British Columbia.

From Monday's Daily.

Hon. Amor DeCosmos, Victoria's old political warhorse and pioneer newspaper man, the man who twenty years ago fought the battles of the city and province in the commons, in the legislature, and with his pen, is dead. Death came at twenty minutes to nine yesterday morning. It was not unexpected, for on Thursday last he had suffered from a stroke of paralysis and had been unconscious ever since.

It is over a year since Mr. DeCosmos was taken seriously ill, he having for some time previously shown signs of the inevitable breaking up that comes with old age, and it was found necessary to appoint guardians for him. His iron constitution, however, which in early days had carried him through many perils and numerous hard political battles such as Victoria has not seen since he retired to private life, enabled him to live out another year.

Hon. Mr. DeCosmos was born in Windsor, Hants County, N. S., on August 20th, 1825, so that he was nearly 72 years of age. He attended the common school at Windsor until he was 12 years of age, and then went to the academy until he was 15. Shortly after his term in the academy expired his parents removed to Halifax, taking him with them. Upon his arrival in Halifax he accepted clerkship with the mercantile firm of Charles Whitman & Company, wholesale and retail dealers in groceries, liquors, crockery and glassware, with whom he remained for several years.

During this time he attended the evening grammar school of John S. Thompson, father of the late premier of the Dominion. When the California gold excitement was at its height in 1851, Mr. DeCosmos, like thousands of other ambitious young easterners, decided to try his fortune in the great Eldorado of the west. On leaving home he went to New York, and from there started on the long trip across the continent. Upon reaching the Missouri river, then the outskirts of civilization, he joined a party who were preparing to start for California. They were, however, forced to winter in Utah, having been harassed by Indians and delayed in other ways. During the stay in Utah Mr. DeCosmos was enabled to learn considerable about the Mormons, which fact he had joined while a resident of Halifax in 1847.

After many years "DeCosmos" was rallying cry of the predominant political party in British Columbia. He originated the Yale convention, which met at Yale in 1866 and formulated a bill of rights, which called for the government of the province on popular lines. The bill of rights was at the time made the subject of ridicule, but from the seeds sown at that convention sprang the present vigorous plant of responsible government.

The British Colonist was established by Mr. DeCosmos in 1858. He bitterly opposed the Crown Colony government then in control here, and many were the articles in which he seconded the embroiled on account of the vehement manner in which he espoused his views. For many years it looked as if he would fall of his position, but with the consolidation came his opportunity, and he had the power of controlling his temper he would undoubtedly have in time risen to one of the highest positions in the gift of the Dominion. The credit of having made the longest speech, sixteen hours, ever made by any man, has been erroneously credited to Mr. DeCosmos. This speech was made by Mr. McClure, who held the floor for sixteen hours to prevent the passage of a bill connected with the sale of lands for taxes. The fatigue consequent upon this mighty effort caused the death of Mr. McClure, while he was editor of the San Francisco Times in 1867.

George the Colonist, which he established in 1858, as above stated, and sold in 1863 to Messrs. Harries, Mitchell & Company. Mr. DeCosmos was for many years editor and proprietor of the paper, and continued as a member until the union of British Columbia and Vancouver Island under Governor Strong. At this time New Westminster was the capital of the province, and Mr. DeCosmos strongly advocated its removal to Victoria, finally agreeing his point. For this the old time residents of the Royal City never forgave him. He was a strong advocate of confederation, and was the first politician to go East and advocate the admission of the province into the Dominion. In 1870, after several years agitation, a scheme for confederation was placed before the legislative council here. Hon. Mr. DeCosmos's scheme was defeated, the government scheme carrying, and in July, 1871, the province entered the Dominion.

In 1878 Mr. DeCosmos became premier of the province and president of the executive council, without salary. Premier McCreight, now Hon. Mr. Justice McCreight, and his government had resigned on the question of an offer said to have been made to Mr. Robson to enter the ministry. At the same time Mr. DeCosmos occupied a seat in the house of commons at Ottawa. In the following year dual representation was abolished and he decided to resign the premiership and retain the seat at Ottawa, supporting the late Sir John Macdonald. He continued a member of the Dominion House until 1882, when he defeated the polls, and although elected in the first place to support Sir John, he pursued a thoroughly independent course and was often found on the government side during the time Hon. Alexander Mackenzie was in power. Ever ready to go to the aid of the city and province, he succeeded in getting a fair share of the Dominion expenditure for British Columbia. He was the author of a number of measures which he introduced, but which failed of passage. There were other ways, however, to help his constituents besides introducing bills. Many things were accomplished by him, and which may be mentioned the building of the Esquimalt graving dock. In order to start this important work he, in 1881, induced

FROM THE NORTH

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BRIEF LOCALS.

Gleanings of City and Province New in a Condensed Form.

From Friday's Daily.

There are 92 candidates writing for teachers' certificates in this city and extensive examinations are being held at Vancouver and Kamloops. They commenced to-day.

An Indian named Charlie, from Cowichan, received the usual bounty from the provincial police this morning for the heads of three parthers slain by him at Cowichan lake.

J. A. Lawrence has appealed against the decision of the police magistrate, fining him \$200 for selling liquor without a license. The appeal was to have been heard to-day, but was adjourned until July 15th.

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A ROW AT KAMLOOPS

Dr. Lambert and the Editor of the Sentinel Engage in a Pugilistic Encounter.

The Doctor Threatens to Whip Boock Next—A Dispute Over Hospital Matters.

From Monday's Daily.

Kamloops, July 5.—Late Saturday night a fist encounter between Dr. Lambert and F. J. Deane, editor of the Sentinel, occurred at the residence of the house. Lambert was the aggressor. The loops house is a small building, and a number of friends were assembled. Lambert approached Deane, saying: "I am not waiting for a talk, I am waiting for a fight." Deane, smarting from the pain and partially blinded by the pieces of broken glass, struck out from the shoulder, reaching his antagonist square in the eye.

Lambert followed up by knocking Deane down again, striking him when on the floor. The latter, recovering himself, manfully pitched in with an attack of the house seized Lambert by the arms, saying, "Enough, you are too big a man to tackle a boy."

Great indignation and disgust is on all sides expressed at the doctor's "unlucky" assault in a public house, especially as he is a big muscular man over six feet in height, and weighing 200 pounds. Deane is slight of build, weighing about 140.

Lambert, imagining he had won a victory, said later, "the next time I'm going to lick is Bostock."

The cause of the doctor's attack on Deane is, they say, on account of the latter's demand for reform in hospital management, etc.

One of the doctor's friends remarked: "That's not the reason. Tommy has \$4.25 on the Dominion election, and it preys on his mind."

SPORTING INTELLIGENCE

RACES AT VANCOUVER

THE WHEEL

LABORERS

British Columbia

GREENWOOD CITY.

Boundary Creek Times.

Mr. Williams, proprietor of the line between Grand Forks and Kamloops, has purchased the Simmonds starling between Greenwood and Kamloops.

Mr. W. A. Carlyle, the provincial erologist, visited Copper, Dean Wellington, Greenwood, Summit and other places in the Boundary Creek district, and inspected all the important shafts of water. Mr. Carlyle was particularly full of water. Mr. Carlyle was particularly full of water. Mr. Carlyle was particularly full of water.

Mr. W. T. Smith, of the Republic, reports that notwithstanding the fact that a short time will be required to complete the construction of the Boundary Creek district, the district is attracting the attention of many mining men in that city. Mr. Carlyle visited Boundary Creek, and inspected all the important shafts of water. Mr. Carlyle was particularly full of water. Mr. Carlyle was particularly full of water.

Mr. Powell, a prominent resident of the Boundary Creek district, visited the district during the past week, and viewed a number of interesting properties. It is not unusual to suppose that from Dr. Powell's many years' standing in the Boundary Creek district, he is well acquainted with the district, and in fact, he is well acquainted with the district, and in fact, he is well acquainted with the district.

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SPORTING INTELLIGENCE THE WHEEL RACES AT VANCOUVER. The result of the wheel races at Vancouver yesterday was as follows: Novice—McCormick, 2:47. Half mile, professional—J. Sharick, Tacoma, 1st; Star, Portland, 2nd.

Half mile, open—Fowler 1st, Hunter 2nd. Mile, open, professional—J. Sharick 1st, G. Sharick 2nd. Mile, handicap, amateur—Hunter 1st, Fowler 2nd.

Three mile lap—J. Sharick 1st, G. Freeman 2nd. Two mile lap—W. Hunter 1st. Two mile, professional—Freeman, San Francisco, 1st; J. Sharick, 2nd. Two mile, handicap, amateur—McCormick 1st.

LACROSSE BY SEVEN HOOPS. That Vancouver has by far the best lacrosse team in the British Columbia league was shown yesterday, when they by seven games to one defeated Victoria, and by four to nil, the match was played on the Cambie street grounds.

CRICKET. R. M. A. VICTORIOUS. The Victoria cricket club sustained a defeat at the hands of the R. M. A. cricket club on Saturday afternoon at the tracks on the Cambie street grounds, by 51 runs. The Regiment won the toss and electing to field, sent the Albion batsmen to the wicket. The Albion score was 23; Holt, who was bowled by Capt. Barnes, for 22; and Gooch and Warden, who both made 16, and How C. E. Pooley, for 13. The R. M. A. when they went in handled the Victoria bowling pretty much as they pleased, and when time was called they were 7 runs to the good and 6 wickets still to do. For the R. M. A. Capt. Barnes scored 42, and Major Trotter and Bombr. Kelly, who were not out, 27 and 30 respectively. That the R. M. A. scored very rapidly may be seen from the fact that they made their total of 131 runs in a little over an hour.

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REVOLTS TOOK. Fish Creek still continues to be the scene of considerable activity. A large number of locations have been made during the past month, and between thirty and forty certificates of assessment work issued.

British Columbia.

GREENWOOD CITY. Greenwood, June 29.—If the influx of expert mining men and the representation of capital is any index of the opinion of the future of Greenwood district, the citizens of Greenwood should not be despondent over any delay in the completion of the railway.

Probably this appointing railway news. Probably this week furnished a larger quota of visitors than became known as a mining district. Nearly every day's stages brought in one or more prominent mining men, one or more prominent mining men, or whose object is to acquire property for themselves or their principals. Such experienced mining men as Messrs. Lancaster, Hobs, of the Hall Mines Exploration Co., Mr. A. H. Woodhouse, each representing an English syndicate, do not spend time in a district unless they are sure to bring considerable capital into the district has been closed.

Mr. Woodhouse, who is a mining expert of long experience, and who represents an English syndicate, has closed his business in Greenwood, and is developing with Mr. E. A. Bielenberg a syndicate in a district which he has just acquired. He is a mining expert of long experience, and who represents an English syndicate, has closed his business in Greenwood, and is developing with Mr. E. A. Bielenberg a syndicate in a district which he has just acquired.

The Ottawa Company made a partial wash-up on the other day and are said to have taken out about \$5,000, or nearly \$15,000. The ground sluice way was not taken up. This was for about 30 days' work and was, we learn, very satisfactory to the manager, Captain Jamieson, who is a very experienced miner.

The claim on the Bonaparte, owned by J. Abernethy, J. C. Smith and J. B. Bryson, has been taken up for 90 feet and some good looking rock was found. Assays from which give \$40 to the ton. Work is steadily going on, and from indications the owners have a good claim.

W. T. Mackay, a Vancouver man, has located two claims 1 1/2 miles north of Roper's ranch, near Cherry Creek, close to the C.P.R. track, the Copper Prince and New Peacock. There is a 40-foot ledge of heavily mineralized rock running through both claims, with a number of pay strings aggregating 25 inches in width. Mr. Mackay has also located a promising claim nine miles south of Spatsmup.

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The Ottawa

RACES AT SEATTLE

Wind Was Too High, so Only the Big Boats Could Go Over the Course.

B. A. A. Four-Oared Crews Leave for Portland for the Big Regatta.

From Friday's Daily. The result of the bicycle race at Wellington, ridden yesterday in the rain, follows:

Novice, one mile—R. W. Cameron, Wellington, won; Fowler, Vancouver, 2. Time—3:01 3/5.

One mile open, professional—George Sharick, Tacoma, won; H. B. Freeman, Victoria, 2. Time—3:01 3/5.

Half mile open, professional—C. E. Dow, Seattle, won; H. B. Freeman, Tacoma, 2. J. Sharick, Tacoma, 3. Time—1:33 1/5.

Quarter mile, flying start, amateur—E. A. Wood, Victoria, won; T. Bryant, Wellington, 2. Time—32 3/5.

One mile, amateur—T. Bryant, Wellington, won; H. B. Freeman, Tacoma, 2. Time—3:08 4/5.

Two mile open, professional—George Sharick, Tacoma, won; H. B. Freeman, Victoria, 2. Time—6:15.

Three mile, amateur—T. Bryant, Wellington, won; H. B. Freeman, Tacoma, 2. Time—9:55.

Five miles, professional—Geo. Sharick, won; J. Sharick, 2. A. Deeming, Wellington, 3. Time—17:25.

Five miles, amateur, handicap—R. W. Cameron, Wellington, (100 yards) won; C. H. Dow, New Westminster, (850), John John, Wellington, (850), 3. Time—15:55.

Referee, J. M. Howell; starter, A. J. Dallan.

BROKE WORLD'S RECORD. Colorado Springs, Colo., July 2.—T. Reynolds and Carruthers, the celebrated tandem pair, again broke the world's record.

MAN VS. HORSE. Colorado Springs, July 2.—In a match race yesterday between Walter Sanger, of Milwaukee, the well known bicyclist, and the famous pacing horse Albatross, the man won two out of three heats.

SEATTLE RACES. The contingent from the Victoria Yacht Club, who went to Seattle on Wednesday night for the yacht races there on July 1st, arrived back home this morning by the Kingston.

OFF TO PORTLAND. Some of the members of the J.B.A.A. four-oared crews left this morning for Portland, and the others will follow this evening.

Highest Honors—World's Fair. DR. HOOB'S CREAM BAKING POWDER

Most Perfect Made. A pure Glaze Cream of Tartar Powder, Free from Ammonia, Alkali or any other adulterant 40 YEARS THE STANDARD.

DOMINION DAY

Most Victorians Spent the Day Picnicking at Nearby Resorts.

Result of the Sports at Shawinigan Lake and at the Saanich Point.

ALBIONS WON. The members of the Albion cricket club are sportsmen, and a little rain does not trouble them.

CRICKET. The members of the Albion cricket club are sportsmen, and a little rain does not trouble them.

From Friday's Daily. The Canadian-Australian liner arrived yesterday evening, bringing many passengers.

STEAMERS OF THAT LINE BEING OVERHAULED AND REPAIRED—OTHER SHIPPING NEWS.

From Friday's Daily. The Canadian-Australian liner arrived at the outer wharf yesterday evening after a quick trip from Australia.

Quite a large crowd went to Shawinigan Lake for the sports at that locality provided a good afternoon's entertainment with sports on water and land.

Following are the results of the sports: The following gentlemen donated the special prizes, for which the committee desire to tender their sincere thanks:

Weller Bros., carrying set; Watson & Hall, box tea; E. G. Prior & Co., pocket knife; Barnley & Co., razor; R. Jones, fishing spoon; J. H. Mansell, 1 pair ladies' slippers; S. Shove, fishing rod; Nicholles & Renouf, 1 pair shears; Brackman & Ker, 1 sack rolled oats; M. & H. A. Fox, fishing reel; I. E. Campbell, hair brush; Dean & Hiscocks, bottle perfume; T. Shoobolt, clothes brush; H. A. Litley, box cigars; C. Russell, two pair ladies' shoes.

Running long jump—W. Hillier won, F. Porter 2.

Boys under 10—H. Gray won, G. Simpson 2.

Special race between Baker and Roberts, won by Baker.

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Running long jump—D. Cameron, 17 ft. 11 in., prize, \$2.50; 2nd, A. Bell, 17 ft. 7 in., razor.

Standing long jump—D. Cameron, 9 ft. 2 1/2 in.; 2nd, H. O'Brien, 8 ft. 7 1/2 in., fishing rod.

Running, hop, step and jump—D. Barry, 36 ft. 10 in., reel; 2nd, Joseph (Indian), 35 ft. 8 in.

Barrel race—J. Barry, 4 ft. 0 in.; 2nd, Geo. Moss, 3 ft. 6 in.

Vaulting with pole—A. Bell, 8 ft. 3 in.; 2nd, Joseph (Indian), 8 ft. 6 in., box tea.

Putting shot—D. Cameron, 35 ft. 4 in.; 2nd, D. Barry, 34 ft. 4 in., \$1.

Men's 100 yard race—Willie (Indian), \$4; 2nd, Geo. Moss, \$2.

Apple race—T. Barry, \$1; 2nd, T. Lomas, half-trust.

Fast mile race—Mr. McKinnlay, sack rolled oats; last, Geo. Koenig, one bottle castor oil.

Girls' race 15 and under—Agnes Grasse, one pair shoes; 2nd, Annie Freeman, one bottle castor oil.

Married ladies' race—Mrs. Rowlinson, bird cage; 2nd, Mrs. McKean, pair shears.

Girls' race under 10—City Rivers, 50 cents; Frances (Indian), 40 cents; Lizzie Rivers, 30 cents; Pearl Frayne, 20 cents; Alice Clark, 15 cents; Daisy Freeman, 10 cents.

Boys' race, 15 and under—L. Foote, 75 cents; T. Hooper, fishing spoon.

Ladies' race—Mrs. McKean, pair slippers; Single scull boat race—H. McKay, carrying set; F. Copley, \$2.50.

Double scull boat race—McKay and Orando, \$7.50; Copley and Finley, \$4.

Letting both races—Mrs. Koenig, pair slippers; Mrs. Rowlinson, \$1.

Special boat race—T. Elford; 2nd, D. McGillivray.

Greasy pole—Joseph (Indian), \$5.

Swimming race (male)—F. Lomas, \$3; J. V. Braddon, \$1.50.

Swimming race (boys)—Foote, knife; 2nd, Foote, 75 cents.

COMMENCEMENT EXERCISES. Of St. Ann's Academy Held on Wednesday Afternoon.

There was a large attendance in the assembly room at St. Ann's Academy on Wednesday, when the commencement exercises were held.

AT VANCOUVER

Victoria Volunteers Take Part in the Military Demonstration—Westminster Wins at Lacrosse.

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By reason of the heavy fog prevailing the Charmer did not get away until shortly after three, and it was half past nine before she reached the Terminal City.

The first event on the programme for the amusement of those celebrating was a clay-pigeon shoot held at Mount Pleasant under the auspices of the Vancouver and Burrard Inlet gun clubs.

Four teams competed, two from Vancouver and two from Victoria. The match resulted as follows: Vancouver No. 1 first, Victoria No. 1 second, Victoria No. 2 third and Vancouver No. 2 fourth.

The make-up of the winning team was as follows: R. Featherstone, J. C. McClure and S. Sweet. Victoria was represented by C. W. Minor, B. H. John and F. S. McClure.

At one o'clock a luncheon was given at the other end of the city at the Metropolitan Club.

The principal attraction of the morning, however, was the military and naval review, held on the Cambie street grounds.

Those taking part were from H. M. ships Imperieuse and Pleasant, a detachment of Royal Marine Light Infantry and the members of the Fifth Regiment, C.A., including a large contingent from the Victoria battalion.

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