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-SIMILE
SIGNATURE
OF

W. H. HITCHCOCK
IS ON THE
WRAPPER
OF EVERY
BOTTLE OF
ASTORIA

is put up in one-size bottles only. It is in bulk. Don't allow anyone to sell it to you on the plea or promise that it is good and "will answer every purpose" but see that you get C.A.S.T.O.B.I.A.

W. H. HITCHCOCK
is an
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the
WRAPPER
in
Victoria, B. C.

Forelock
is the wise farmer the necessary
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Cut Worm
40c. per lb. at our store.
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The cut price sale of our hot weather specialties of Canned Goods is like picking up money. You can't afford to pass it by. Foremost regret by buying now. The regular price of these goods is 25c. tin.

DUES CORNED BEEF, 2 lb. tins. 25c.
DUES ROAST BEEF, 2 lb. tins. 25c.
DUES BROWN, 2 lb. tins. 25c.
DUES PIG'S FEET, 2 lb. tins. 25c.
DUES MITTENS, 2 lb. tins. 25c.
DUES KIDNEYS, 2 lb. tins. 25c.
DUES MINCED COLLOPS, 2 lb. tins. 25c.

W. H. ROSS & CO.,
CASH GROCERS.

IFICATE OF THE REGISTRATION
OF AN EXTRA-PROVINCIAL
COMPANY.

"COMPANIES ACT, 1897."
I hereby certify that the "Columbia Hydraulic Mining Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897" to carry out the objects of the objects of the company, to which the legislative authority of the Legislature of British Columbia has been conferred to issue of certificates of the existence of the Company in this city.

S. Y. WOOTTON,
Registrar of Joint Stock Companies,
following are the objects for which the company has been established:
The purpose of hydraulic mining, and mining of all kinds including the buying and selling, the reducing, milling, smelting and treatment of ores and metals in heat, and of any of prospecting for, acquiring, leasing, conveying, operating and mining placer claims, and interests in every kind of nature, and in doing all things, transacting all business, owning and acquiring all water rights, and all other property, real and personal, and all rights of kind and nature, which may be necessary to carry out each and all of the above objects.

\$1.50 Dec. **\$1.50**

VOL. 22.

HATING BRINGS BODIES OF VICTIMS

Purser Bishop Places Number of Lives Lost by Wreck of Islander at Forty.

VERDICT OF CORNER'S JURY AT JUNEAU

Remains Brought Down Include Those of Mrs. J. H. Ross and Child, Dr. Duncan and Capt. Foote—Search For Missing.

(Special to the Times.)
Vancouver, Aug. 23.—Steamer Hating arrived at 10 o'clock this morning from Skagway. Five hundred people met the boat here, and many anxious inquiries were made. The only Islander passengers who came down was Lister Gill, of the Hudson's Bay stores here. He was struck by a plank, and his head is still bandaged as a result of the accident. He was in the water three hours when rescued.

Five bodies were brought down by the Hating, the remainder being buried at Juneau. The bodies were of Mrs. J. H. Ross and child, Mrs. Ross of California, Dr. Duncan and Capt. Foote.

Governor Ross started out from Dawson immediately on receipt of the news, and came down by the Hating to accompany the remains East.

H. H. Morris, of the Bank of Commerce, came down, but contrary to former reports he was not a passenger by the Islander.

Purser Bishop places the death list at forty, made up as follows:

Passengers—E. Mills, Mrs. Dr. Phillips and child, J. W. Bell, Dr. Duncan, Miss Kate Barnes, Mrs. Minnie Ross, A. W. Jerry, J. Dahl, M. J. Bracliff, Mrs. Nickerson, Mrs. Ross and child, Mr. Keating, Arthur Keating, J. Keating, F. R. Douglas, F. Rekaite, Mrs. J. C. Henderson, H. T. Rogers, Wm. Meadows and N. Caspar.

Crew—Capt. Foote, H. Fowler, Miles Jacobs, Claude Burkholder, H. Porter, Norman Law, S. J. Pitts, three Chinese, Geo. Allan, A. Kendall, P. Burke, James Hatch, James Baird, Geo. Miles, a coal passer, name unknown.

The following bodies were recovered: Miss Kate Barnes, H. T. Rogers, Mrs. J. H. Ross and child, Dr. Duncan, Dorothy Phillips, Mrs. Minnie Ross, Joseph Dahl, two passengers, names unknown, A. W. Jerry or Jorg, Thos. Broden, Alf. Kendall, S. J. Pitts, Ah Yet, Chinaman, Miles Jacobs, Hugh Porter, P. Burke, Capt. Foote.

These make 19 out of 40 lost, 21 bodies are still missing.

An inquest was held at Juneau on the body of Dr. Duncan, and the following verdict rendered:

"We, the jury, empanelled and sworn in the matter of the inquest upon the body of Dr. J. A. Duncan, deceased, find that he came to his death on August 15th, 1901, by the wreck of the steamship Islander, and by the evidence produced we find that we can blame no one for the accident.

"Signed] J. J. Beattie, foreman; John Olds, J. G. Davies, C. Goldstein, J. L. Osborne and R. P. Nelson."

Purser Bishop will probably come down by the Danube.

Search for the bodies is still going on. The marshal at Juneau has endeavored to capture Indians charged with looking bodies of the wreck victims.

In the above dispatch no reference is made to Louise McKay, the niece of Mrs. Ross, who was reported lost in the first reports.

(From Friday's Daily.)
LLOYD'S SURVEY
Representative Will Go North on Hating to Make a Report.

On the next trip of the Hating, which reached Vancouver to-day, two representatives, one of the C. P. R. Co. and one of Lloyds, will go north to Juneau

and there take into consideration the whole question of the salvaging of the sunken Islander. If Capt. Tramp is able to get away from his manifold duties he will probably represent the company, while the representation of Lloyds will rest with Gardiner Johnson, Fowler, or Capt. J. G. Cox of this city.

Until these gentlemen have visited the scene of the disaster it would be idle to conjecture whether or not the vessel can be raised or the treasure which is in her safe brought to the surface. It is regarded as extremely improbable that either ship or treasure can be recovered, as forty fathoms is a depth in which it would be almost impossible, if not quite so, for a diver to work.

Capt. Cox, of this city, who possibly will go north for Lloyds, thinks it very improbable that the ship can be saved or her treasure reached.

Capt. Cox forwarded a preliminary report to his company shortly after the receipt of the intelligence of the disaster, and subsequently supplemented this regular report with a copy of the Monday morning extra of the Times, giving all the particulars then available.

The report of the first officer to the Department of Marine and Fisheries will also ultimately reach the same company.

THE BURIAL

List of Those Who Have Been Interred at Juneau.

The following bodies were buried on Saturday last:

J. Dahl, passenger; T. Rogers, passenger; Miss Kate Barnes, passenger; an unknown passenger; S. J. Pitts, cook; A. Kendall, waiter; H. Porter, coal passer; Chinese boy helper.

On Sunday one unknown passenger and Burke, the oiler, were buried. These bodies were the first recovered, and hence could not be kept longer.

WILL BE BROUGHT HERE.
Bodies of Victims Buried at Juneau Are To Be Reburied.

It is announced that the bodies of the victims buried in Juneau will be brought down to Victoria, as soon as arrangements can be made. The recovery of the remains immediately after the accident necessitated their temporary burial at Juneau.

MISSED THE ISLANDER.
Two Gentlemen Who Had a Narrow Escape Arrive in Nanaimo.

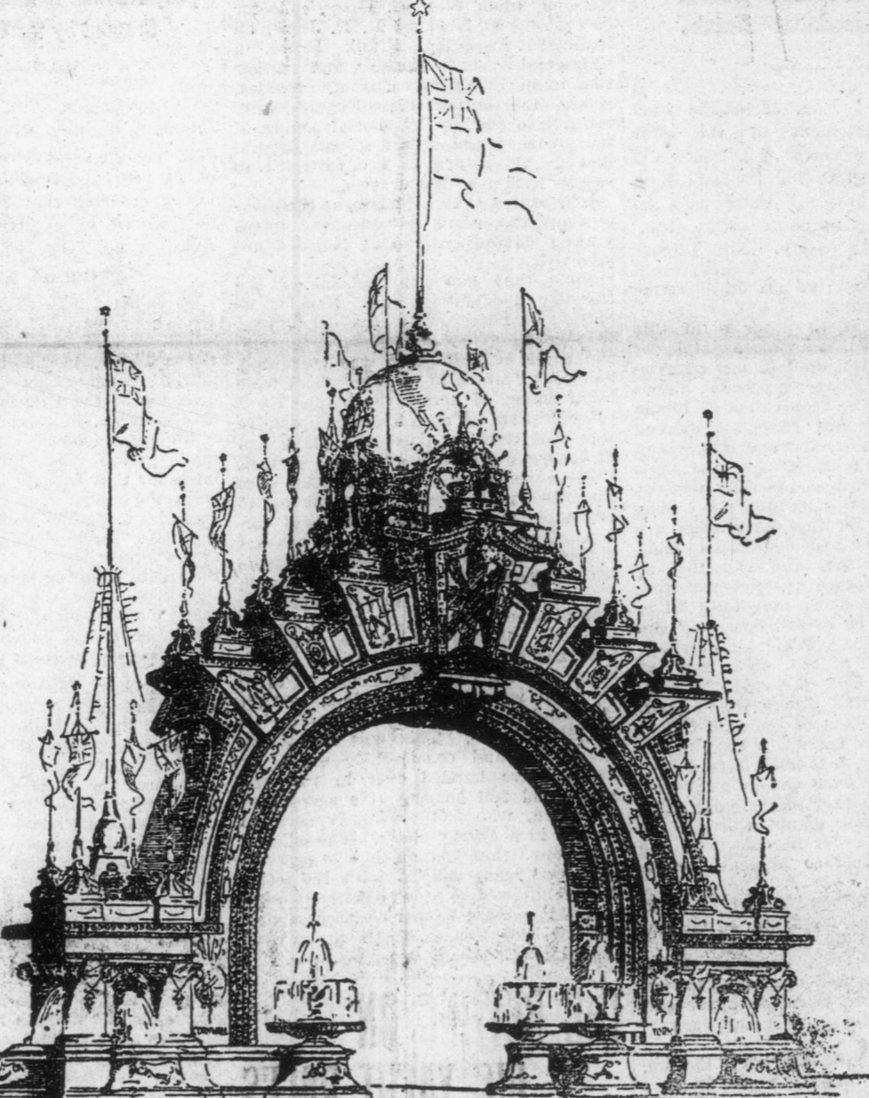
Messrs. R. T. McLeay and A. D. McQueen arrived in Nanaimo last evening from Alberni, where they have been inspecting the Hayes property, in which they are interested, says the Herald. Chatting at the Hotel Wilson to a representative of the Herald last evening, Mr. McQueen said that they had just missed the Islander when coming down from the north last week, and had come on by the steamer Queen. Mr. McQueen's hat, a wide brimmed felt, was used to take up the collection of \$300 on the whole which was to be devoted to the relief of those unfortunate people who had lost everything in the wreck.

Mr. McQueen went on from Victoria up the coast in the Queen City, and after visiting Alberni came through on the stage to the north. Both gentlemen had intended to leave for Portland this morning, and will return later in the season.

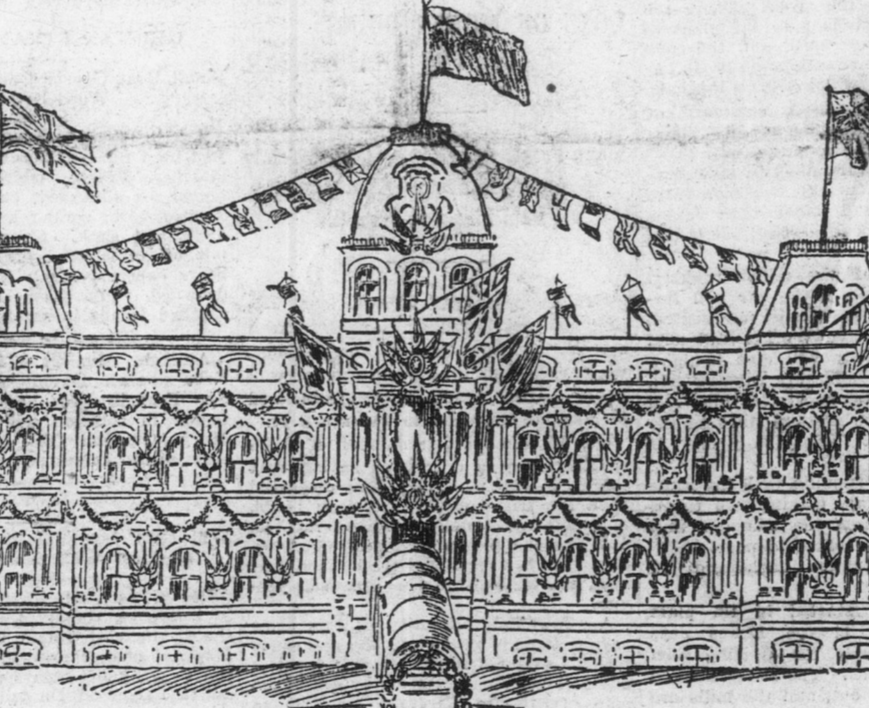
POSSIBLY OTHERS.

Two More Sound Passengers Believed to Have Been Lost.

THE ROYAL VISIT



THE MANUFACTURERS' ARCH TO BE ERECTED IN TORONTO.



PROPOSED DECORATION OF MONTREAL CITY HALL.

The above represents the scheme of decoration suggested for the City Hall in Montreal upon the occasion of the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York. The hall, although larger than that of Victoria, resembles it somewhat, and the local municipal building would lend itself readily to similar adornment.

a business of her own with several thousand dollars, furnished by friends of her husband, who is thought to have perished in a snow slide.

The news of the accident reached the Governor telegraphically on the 16th, and the steamer Selkirk, which left on the same day with the gubernatorial party on board, steamed back to White Horse, which was reached in three days. Here a special train provided by the White Pass & Yukon Railway company awaited them, and they were rushed through to the Gateway City in time to catch the Hating down.

In an enclosed space in the lower deck of the Charmer lay the four bodies; first, that of Dr. Duncan, then that of Capt. Foote, Mrs. Ross, and last, of the little infant whose short life was so suddenly terminated. The bodies had been placed in metal caskets and hermetically sealed at Juneau and then in the pine outer caskets. Over all were thrown the Union Jack, and on that of Mrs. Ross and her children were bouquets which had been deposited there by Major and Mrs. Snyder, Dr. and Mrs. Sherwood, of Dawson, E. S. Busby and wife, of Skagway, and others. The remains were at once taken charge of by the undertakers and removed to the undertaking parlors, where they were identified and prepared for burial.

OFFICIAL LIST.

Names of Those Lost in the Accident Prepared by the Company.

The official list of the victims of the disaster follows: E. Mills, Mrs. (Mrs.) Phillips and child, of Seattle; Miss Kate Barnes, of Seattle (evidently meant for Mrs. Kate Larkin, of Seattle, whose maiden name was Barnes); P. W. Bell, of Victoria, late chief factor of the Hudson's Bay Company; Dr. John Duncan, of Victoria; Mrs. Minnie Ross, California; A. W. Jerry; John Dahl, a merchant of Eagle City, whose family resided in Seattle; M. J. Bracliff; Mrs. Nickerson; Mrs. (Governor) Ross and child; Miss McKay, niece of Mrs. Ross; Arthur Keating, of Koksilah, and his two sons, Arthur and Julius; F. Douglas; F. E. Rekaite, of Seattle; Mrs. J. C. Henderson; I. Rogers; W. Meadows and S. Caspion, a total of 23.

Crew—Capt. Foote, George Allen, third engineer; H. Fowler, second steward; A. Kendall, night watchman, leaves widow and family; Mitchell Jock, known as Miles Jock, waiter; P. Burke, oiler, leaves widow; James Hatch, fireman; H. Porter, waiter; coal passer, name unknown; two Chinese mess boys; a helper, name unknown; Joseph Baird, waiter; Norman Law, waiter; George Miles, barber, leaves widow and family; S. J. Pitts, waiter, and C. Burkholder, oiler.

The bodies recovered were those of Mrs. Kate Larkin, J. Rogers, Mrs. James H. Ross and child, Dr. Duncan, Dorothy Phillips, Mrs. Minnie Ross, Thomas M. J. Bracliff, A. W. Jerry, Jno. Dahl, two men, names unknown, and the following members of the crew: Alex. Kendall, S. J. Pitts, Alf. Yet, M. Jock, H. Porter, P. Burke and Captain Foote.

WHERE THEY KILLED?

New Theory Regarding the Bodies Recovered Shortly After the Wreck.

The appearance of the remains brought down last evening on the Charmer, and the fact that they were picked up very shortly after the accident gives birth to a new theory regarding the cause of death in these instances. Every one of the four bodies which were brought over last night bear traces about the face and head, even the infant, being thus marked. It is not unlikely that when the explosion to which such frequent re-

ference has been made occurred, that parts of the house or super-structure struck the victims, fatally injuring, or possibly killing them. A. C. Bosch, one of the survivors, tells of being struck by a piece of wreckage which made an ugly gash in his throat, while those who picked up Dr. Duncan state that the blood was still flowing from his temple when the body was recovered.

A local medical man said this morning that this would explain the bodies floating, as the lungs would be full of air, instead of water, which would be the case where passengers were drowned. Those who were drowned, he said, would not rise so quickly to the surface.

THE FUNERALS.

Capt. Foote and Mrs. Ross Will Be Buried To-morrow and Dr. Duncan on Tuesday.

The remains of the late Barbara Elizabeth Ross and her year-old child, William McKay, were removed last evening from the B. C. Funeral Furnishing company's parlors to the home of the deceased lady's parents, Mr. and Mrs. John McKay, No. 4 Battery street. The funeral will take place to-morrow afternoon from her parents' residence to the Ross Bay cemetery.

The funeral of the late Capt. Hamilton R. Foote will leave his late residence at the corner of Cook street and Cadonia avenue to-morrow at 2 o'clock, and Christ Church Cathedral at 2.30.

The funeral of Dr. John Duncan will not be held until Tuesday next, from his late residence on Fort street, and at 3 o'clock from St. Andrew's Presbyterian church. J. Keith Wilson, executor of the deceased physician, has received a telegram stating that his brother, Dr. George, is en route here from Dawson. He also received word from Rev. W. A. Duncan, of Sault Ste Marie, that he was leaving there on Monday night. Rev. Mr. Duncan wired to Rev. Mr. Chubb from Spokane to-day asking that the funeral be set for Tuesday.

THE PURSER'S REPORT.

H. Bishop Makes a Formal Statement to the Collector.

The purser's report to the deputy collector of customs at Juneau is as follows: "I have to report to you the loss of the British SS. Islander, H. R. Foote, master, with a crew of 62 men, registered in the port of Victoria, B. C., and owned by the Canadian Pacific Navigation Company, Limited. The accident occurred between Douglas Island and Admiralty Island on or about 2 o'clock a.m., Thursday, August 15th, 1901. The SS. Islander sailed with double deck cutting through the port bow into the water-tight bulkheads, and into the bunkers. Cargo consisted of ballast and stoves, with one package of gold dust, forwarded by the Alaska Pacific Express Company. The Islander sailed on about twenty minutes after the collision with the ice."

MRS. ROSS'S IDENTITY.

Resident of Los Angeles—Kept Boarding House on Hunker.

A number of residents of the city were for a time of the belief that the Mrs. Minnie Ross, whose body was brought down, was a relative residing at Douglas, who was expected in Victoria this fall.

Authentic news of her identity received last night, however, show that it was another person altogether. The Mrs. Minnie Ross who was lost was formerly, with her husband, a resident of a point in California, in the vicinity of Los Angeles. They have for some time been keeping a boarding house on Hunker creek, and were on their way to the outside to spend the winter when the accident occurred. Both shipped on the Islander at Dawson, and were congratulating themselves that the worst part of their trip was completed.

When the accident occurred they both remained with the ship until she was sinking. They stood together, Mr. Ross states, on the stern of the vessel until the water rose to their feet, and then they stepped, hand in hand, off into the sea.

Both had life preservers on, and would in all probability have been saved had it not been for the explosion. Both went under water as the explosion occurred, and possibly from the suction created when the big ship sank. When he came to the surface he look everywhere, and called loudly for his wife, but he never saw her again. He subsequently climbed on to a piece of wreckage, from which the boats afterwards rescued him. He is a man of about 35 or 40 years of age. His wife was a stout woman, of about the same age. They had no children.

WAITING AT JUNEAU.

Louisa McKay's Parents and Mr. Bell Remain Near the Wreck.

The news of the accident reached Dawson City on Friday morning and created a profound sensation there. In that city, as in this, the deepest apprehension was felt regarding many, whom subsequent developments proved were safe. A large crowd, including those friends had left for the outside within the preceding two weeks in a state of acute anxiety, the first news received there being scanty and incomplete, as was that received in Victoria.

The deepest sympathy was expressed for Governor Ross. Mrs. Ross had been in the city but a fortnight and had therefore not had the opportunity of forming many acquaintances, but all who knew the chief executive officer of the district grieved with him over the double bereavement which had come to his home. A large crowd, including two members of the territorial council, accompanied him to the ship and proffered their parting sympathy.

beautiful young niece of Mrs. Ross, who also met her death in the accident. One of the sons of Mr. Bell who perished in the accident also came out on the Selkirk, and with Mr. and Mrs. McKay remained at Juneau in the hope that the sea will give them back their dead. If the bodies are recovered in the interval all three will come down on the next trip of the Danube.

Louisa McKay, the niece of Mrs. Ross, was accompanying her aunt to Victoria, intending to go to school here. Mrs. Ross herself, as previously told in the Times, was coming down for the purpose of purchasing furniture and furnishings for Government House at Dawson.

THE LOST TREASURE.

Estimate of Amount of Gold on the Islander.

Some difference of opinion exists as to the amount of gold on board the Islander when she went down. The estimate ranges from one-quarter of a million up to two million, while in some quarters the ill-fated steamer is said to have had one of the largest consignments of treasure yet brought out. Possibly the exact amount will never be known, as a number of individual fortunes were lost. Constable Joyce of the Mounted Police, who has been stationed at Dawson, says there were four boxes of bank gold containing 350 pounds each or a total of 1,400 pounds. Estimating it roughly at \$200 per pound, would bring the amount up to \$280,000. Then there were individual amounts such as that of Mr. Hart, some of which had been consigned to the care of the purser. Mr. Hart said on Sunday night that his grip contained \$25,000, and he understood that one of the unfortunates who were drowned had an equal amount. Probably the treasure on the steamer was something over \$400,000.

Constable Joyce says that among the passengers were Corp. Sherwin and Messrs. Cotter and Waller, all members of the Northwest Mounted Police, who were bound for the Northwest Territories. They succeeded in escaping, and got to Juneau. From there they sent word to Skagway of their escape, and the welcome news was telegraphed through to their anxious comrades. The three are in Seattle on their way to their destination. The first intimation of the accident was received by Judge Duggan.

WRECKAGE FOR MILES.

Steamer Hating Passed Through Great Quantities of Ice—No Explosion.

Captain Joseph Gosse, of the steamer Hating, who arrived down from Vancouver last evening, says he passed the scene of the Islander wreck on Wednesday morning. The shores at the entrance of Lynn Canal were then covered with wreckage for a distance of twenty miles, but there was nothing to indicate that the boilers of the ill-fated craft had exploded. In fact in the Captain's opinion there was no explosion on board, what appeared as such being the escape of air from the sinking ship. At Juneau part of the steamer's wheel, and other portions of the wreck have drifted ashore. People were out in many boats looking for the remains of those not yet recovered, but owing to the great depth of the water in the vicinity can do little more than scan the shore line in the hopes that in time the sea will give up its dead.

Purser Bishop has remained over at Juneau to represent the company there. He will direct the burial of all bodies that will be interred at that point, a meeting of the town council having decided that the expense of all the funerals should be borne by the company.

Before the Hating left for Victoria, Mr. Bishop and the agent of the company at Skagway compared their lists of the passengers, but could make out no others as having been aboard than those already accounted for.

Captain Gosse reports that there was a lot of ice in Lynn Canal when he passed the wreck, and that there always is considerable to be seen in the locality. The course which the Hating took on her return was, he states, identical with that of the Islander when she struck the ice floe.

NOTES.

Seattle papers state that Jos. Dahl, whose body was brought down, has been a resident of Eagle City for five years. Last Sunday was his fifty-fourth birthday, or would have been had he lived to see that day, and as he had been five years in the North away from his family, he had written in the spring that he would be home by that time to celebrate the anniversary with his family. Several months ago his son-in-law, Mr. J. L. Mossler, went to Eagle City to take charge of the business, relieving Mr. Dahl, so he could make the long anticipated visit to his home.

The late Mrs. J. H. Ross was a native of Prince Edward Island, and was 37 years of age. She leaves six children—two sons and four girls—the eldest about twelve. The infant which perished with her mother was a lusty little boy, who will be remembered by many who noticed him during his mother's three months' visit here prior to going to Dawson.

The Captain Foote leaves a widow and three children—two boys and a girl. Mrs. Foote refused to credit the news of her husband's death, firmly believing that he would return to her on the Hating. Even after his remains were brought, she wanted to identify them personally before believing the news.

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Included in those too who accompanied the Governor were James McKay and Mrs. McKay, father and mother of the

A CORRUPT CITY.

The proof has at last been discovered that the government of New York city is actually as corrupt as it has long been suspected of being. There have been many efforts at reform in the city. Police chiefs and captains have been changed, but the removal of individuals had no renovating effect upon the system. Tribute was still levied upon evil-doers of every kind, Tammany flourish-ed and its chief bought race horses and castles in England and fared more sumptuously than kings and princes. It had long been known in New York that some system had been devised by which the gambling halls and abodes of vice were warned when a police raid was contemplated. This mysterious means of communication was discovered. The warning was given by the police themselves. An experiment was tried by the reformers, and they found that when a certain signal was given men were to be seen running through the streets with all sorts of gambling devices and certain houses became as empty as the pyramids. So there is a great commotion in New York, but Croker remains tranquil. A few policemen will be punished—some have already been sent to gaol—the in-come of the chief of Tammany will not be impaired. He has sailed for the scene of his early political and municipal triumphs and predicts that the present spasm of virtue will soon pass away. And so it will—Tammany's organization is not likely to be upset by an insignificant discovery such as that. It has passed through worse crises. The retirement into temporary confinement of a few policemen is no reform at all. They will be released in a few months and will subsist upon an income as mysterious in its sources as that of the boss. The men who rule are in the deal. The machine is manipulated according to their will. To effect a real reform the work must be begun at the top. The top again cannot be struck at because it is there by the will of the people. Hence Croker's confidence. By some mysterious power he holds the majority of the electorate of New York in the hollow of his hand, and his will is supreme. He is the author of the most perfect system of evil-doing that has ever been evolved by the mind of man. How can the reformation of a place under such domination be accomplished? Nothing can be done until the system falls to pieces. The people must continue to submit to the most extortionate taxation in the world, to live in the worst governed city in the world, and to bring up their children in the most vicious environment in the world, while Tammany Hall exists.

EDUCATIONAL QUESTIONS.

Complaints are frequent about the constant, continuous changes in school books. One man asserts that in the case of a large family the cost of text books has become the heaviest burden in connection with our educational system. The taxes for school purposes upon an ordinary house and lot are insignificant in comparison with this semi-annual impost. We must be up-to-date, you know. But really books become antiquated so very quickly in these hurrying times. It is not so very long since a child could pass through all the grades and come out on the top, at what he considered man's estate, without a single change in the system or in the list of books from which he gathered his ins-piration. And the boys were as suc-cessful in life as those of to-day. But perhaps the competition was not as keen. Certainly there were fewer trills and fads in connection with education and not so many officials with little to do but develop schemes of improvement. To be cast aside in a year or two and some other hobby substituted, there has been a conflict for several years as to the merits of the vertical system of writing as compared with the old slanting style. The upright people, we believe, have received a "set-back." There are children in our schools to-day who do not know the alphabet puzzling their youthful brains in the effort to spell words of two syllables. That may be one of the results of a scientific system of education, but it makes the path to knowledge very difficult. It is like scrambling along a rocky road, while under the old system the obstacles disappeared as the pupil advanced. We must not be understood as criticising the present system. We know too well that is due to our teachers and those who superintend their operations. We also know that the average pedagogue is desperately set in his or her ways and that he or she will snort in scorn at the idea of the public attempting to interfere or criticise. It cannot do any harm to print some of the thoughts of the public, who have a re-mote interest in educational questions. Another inquisitive fellow would like to know why it is that the average Vic-toria boy or girl graduate of our schools is inferior in ability to strangers who come among us looking for employment as teachers. We must give it up again. Possibly because a great many more changes are necessary before our school system can be brought up to high water mark. We shall not admit inferiority in natural or undeveloped ability for a moment. Why should those who are responsible for the efficiency of our school system, we might ask, hold that position to reflect upon the quality of their own work, unless, of course, we admit that on the average our children

are lacking in natural ability. How many positions in our schools are the native born not quite as capable of filling satisfactorily as the average new-comer, whether a graduate of a university or not? We must protest against this foolish which so many of our education-ists are falling down in adoration before, and insist that justice shall be done to our own people. A university education in conjunction with natural qualifications produces an ideal teacher, but the possession of a degree without the faculty of imparting instruction and maintaining control of order and discipline over children is of no more value in the profession than a common school course. This proposition can be proved at any time without going out-side of our city limits. Therefore our school board should be patriotic, for patriotism begins at home. It should follow the example of every other city in the country, where, all other things being equal, and even sometimes when the balance is slightly against them, the graduates of the home schools receive the first chance.

CANADA AND ANNEXTION.

"The Expansionist," a spread-eagle publication issued in New York, prints an article alleged to be from the pen of a Canadian-American on "The Coming Change in Canada." There is nothing in the paper to indicate definitely what the "coming change" is likely to be, but we gather from the contents of the publica-tion generally that Canada will soon be pleading for admission to the American union. This will be startling information to people living on this side of the line who have been observing the trend of political sentiment. The general opin-ion seems to be that the two peoples are drifting farther apart in sympathies every year, and it is not difficult to dis-cover the reasons for the continuous "ex-pansion" of the gulf. Doubtless our neighbors do not mean to be offensive, but they have yet to learn that to a self-respecting people might is not right nor are we to be covered by such expan-sion as "throw us over our fences or fight." But some of the deductions of Canadian-American are so curious as to be worthy of special notice. Everybody in Canada almost had been of the opinion that the war in South Africa had drawn the knots of Empire tighter. This writer knows better or sees farther than nine-teen-twentieths of the Canadian people. He says the war is the beginning of the end as far as Canada is concerned. The end of the end will be annexation, he thinks in Canada at one time. "The present generation knows them not. If they are not gone to the land where such questions cease from troubling they might as well be for all they have to say. So much for the symptoms of the "beginning of the end." If the future generations of Canadians are weak enough to surrender their independence and their right to govern themselves for the sake of the glory of belonging to the "greatest nation upon earth," they will not be worthy of their heritage and will deserve the worst that can be done to them. But they will prove worthy. If "Can-adian-American" would mingle himself for a day with the children of our public schools his visions of the "beginning of the end" would be sadly dimmed. The writer betrays himself when he attempts to deal specifically with Cana-dian political questions. Like nine-tenths of his countrymen, he is under the impression that all the colonies are under the stalwart thumb of the British Colonial Office. For instance, "the Boer war has also shown the Colonial Office towards the self-governing colonies. It is no secret in Canada that the resignation of the Governor-Generalship by Lord Aber-deen was determined by his unwilling-ness to carry out the policy which Mr. Joseph Chamberlain, the Secretary of State for the Colonies, would have im-posed on him. That policy is nothing less than the reversal of that of the Liberal party of England, which, after the rebellion of 1837, conferred on the Canadian people full rights of self-govern-ment." So we know now that because we are in danger of losing the right to govern ourselves we are approaching the end of our career as a British colony. The policy of the present government of the Dominion Canadian-American does not approve of. The conservation of the natural resources of the country for the benefit of Canadians seems to have hurt his feelings—perhaps his pocket. When the beginning of the end period is over "the benefit of the natural resources of Canada will remain to the continent on which they are instead of passing to countries beyond the sea. The canals and river navigation improve-ments which the tariff haters of this re-public and republican institutions are now designing for the injury of Ameri-can trade, will then inure to the benefit of the continental system; the dog-in-the-manger policy now advocated by the anti-American Canadian will have had its day, and they will be free to carry their fealty and sympathy where they may see their personal advantage." There is much matter of the same character as the essay of "Canadian-American" in the Expansionist. All the writers seem to be afflicted with the delusion that there can be no effective ex-pansion until Great Britain has been put out of the way. Why this opinion pre-vents us do not know. It seems to be an inherent weakness in the American con-stitution. Let the business of all the rest of the world flourish so long as that of Britain is blasted. No doubt the

other contributors are as familiar with the subjects they have taken up as "Canadian-American" is with his.

GREAT BRITAIN'S DOOM.

Poor old Britain! How can she be expected to survive when the hand of every nation is against her? There is a deep, deep plot a-brewing in France, and when the denouement takes place the Mediterranean, the Channel and all important strategic points will be in the hands of France, and the British fleet will be at the bottom of the sea. These things have been discovered and made known to the world through the Chicago Record-Herald by Walter Wellman, an American, of course. The instruments by which this revolution in national affairs is to be accomplished are sub-marine war boats. Already the French have theoretically revolutionized naval warfare, and it needs only a struggle upon the seas to demonstrate their wonderful achievement. To-day they have sub-marine craft which are thoroughly successful, eminently practical, and which await only opportunity to show their terrible destructiveness. The work has only been accomplished in theory as yet. It will take five years to make the practical preparations for the carrying out of the ambitious undertaking. Five sub-marine boats of the Gustav Zedel type are nearly completed and nineteen more have been ordered. On the strength of this startling information the British attaché at Paris has tele-graphed to his government that for the first time in history Great Britain has lost command of the Channel. All this information was imparted to Walter in the strictest confidence, and he straight-way parted with it to a newspaper in his own country for a consideration. It is to be kept a secret from the British still, for of course they do not know that five sub-marine boats have been completed and nineteen more are on the stocks. Yet such information may be obtained at any time in the naval intelli-gence of some of the British papers. Per-haps the French authorities think they will be able to get a fleet of the small torpedos in the water before the type is entirely obsolete, as was the case with American are so curious as to be worthy of special notice. Everybody in Canada almost had been of the opinion that the war in South Africa had drawn the knots of Empire tighter. This writer knows better or sees farther than nine-teen-twentieths of the Canadian people. He says the war is the beginning of the end as far as Canada is concerned. The end of the end will be annexation, he thinks in Canada at one time. "The present generation knows them not. If they are not gone to the land where such questions cease from troubling they might as well be for all they have to say. So much for the symptoms of the "beginning of the end." 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Canada or adjacent thereto 693 light stations, 809 lighthouses, 24 fog-whistles and 40 automatic fog-horns. The number of these, especially on the Pacific Coast, might with advantage be in-creased, and it is something to be thank-ful for that the government are rapidly increasing facilities for navigation. The number of losses from wrecks and casual-ties during recent years show a gratify-ing diminution. In the following table we give the dis-aster records for the past ten years, and contrast them with the loss-roll during the decade commencing with the year 1871. The data refers to British and Canadian sea-going vessels wrecked in Canadian waters, and Canadian vessels in all other waters:

Table with 7 columns: Year, Casualties, Lives Lost, Damage in Dollars, and other metrics. Rows include years 1891-1900 and 1871-1880.

The contrast between these casualties and those for the decade commencing 1871 is most instructive: 1871 ... 1872 ... 1873 ... 1874 ... 1875 ... 1876 ... 1877 ... 1878 ... 1879 ... 1880 ...

The publication of the census returns of the Dominion has resulted in a large crop of comparisons, some of which are interesting. The percentages of increase in 1901 over 1891 are as follows: British Columbia 54, Manitoba 62, New Brunswick 34, Nova Scotia 2, Ontario 324 to 328,113,229, the chartered banks of the Dominion, 212. The percentage of in-crease for the whole Dominion, namely, from 4,883,239 in 1891 to 5,338,883 now, or 505,644, is about 10 1/2 per cent. The per cent. increase shown by the recent census of the British Isles was only 12, despite a loss of a million and a half of people by emigration during the ten years. The per cent. of increase in Aus-tralia for the decade was 21. The per cent. of increase in the Dominion was 10 1/2.

ABOUT ORIENTALS. To the Editor:—As I am unfortunately not one of those who by the grace of Providence know it all at the first glance, I am obliged to plod along and find things out as I go. Pursuing this course with regard to the anti-Mongolian question I pointed out first the danger of the Chinese to sanitation. That point may now be left to those who are com-mitted, and some steps are even being taken to mitigate the danger. Some months ago I contributed by in-vasion an article to the Commonwealth of Ottawa, which you reported, on the danger to us as a white British race from wholesale importation of men of a different color, creed and general conception of life and its duties. Since then I have been allowed to point out in a Nanaimo paper the incon-venience caused to agriculture by the cheap Japanese labor obtainable in the spring, but withdrawn without notice when the fishing and harvest commences. The cheap Jap takes the higher priced white man's place in the spring, but when the harvest and hard work comes, the Jap goes fishing, and the white man has gone where he can get good wages for the whole season. Now, I want to call your attention to a further point, and perhaps in this I may make out a complete brief for the white man against the Jap, which some other fellow can adopt as his own when there is anything to be made out of it. The friends of the Mongolian tell us that an anti-Mongolian policy is opposed to Imperial policy. Is it? Well it is not opposed to the feeling of the Eng-lish people, and in England, oddly enough, the people's representatives re-present the people and carry out the people's wishes, even if they are opposed to those of a big company. In Blackwood's Magazine for February last an article entitled "Foreign Un-desirables," and perhaps you know that no magazine to-day takes quite the place of Blackwood's. The complaint in the article is mainly aimed at indigent Russian and Polish Jews, who like their fellows the Galic-ians, recently imported into Canada, find it "quite contrary to their nature to be clean," and in the moderate language of Blackwood's "unmistakably incon-venience their neighbors" by bad drain-age," etc. They are described as "a pestilent addition to our city popula-tion." They are laid in the 40 great towns to "oust the nation born, and tend to lower the standard of comfort." Though the article, straining after moderation, admits that the Jew is not

likely to take the bread from the Briton's mouth, it insists that he brings with him "an English squalor and con-gestion"; that there are signs that the English working classes may rise up for reprisals and reproduce on a milder scale the Jewish persecutions of the continent, and in brief endorses a proposed act for controlling alien immigration where poverty and "other causes" render that immigration unprofitable. Amongst those other causes the writer suggests that "an un-national conception of manners and life" is one, and the article concludes by urging the prime minister to strengthen and enlarge his bill to cope with another kind of foreign undesirable. "A batch of Chi-nese were imported into London not long since as laundrymen. What if that handful proved the forerunners of a sub-stantial immigration. Imagine a struggle for existence in the tailoring trade between Polish Jew and Chinaman. The forty per cent. of British would go under whichever of the other two might survive. Think if that were to be brought to about a slit-eyed mongrel! "The United States fought off their Yellow Peril only just in time, so did Australia. Our turn may come next. Let us therefore be on our guard, and let us see if there be any one who will be the importation of 50 white "general" servants (women) at say \$12 to \$15 per month; could we find 50 employers willing to pay those wages and give the girls good homes? I have written to a source from which I think we might possibly get this kind of help. Are there 50 peo-ple in British Columbia who would con-sider this a good work and lend a hand in it? OLIVE PHILLIPS-WOLLEY. Westholme, August 23rd.

BROTHER OF THE CHINESE EMPEROR Preparations Going On For the Reception of Prince Chuan When He Reaches New York. New York, Aug. 23.—Chinese mer-chants in this city and the Chinese con-sul, Chou Tze Chi, have already com-menced elaborate preparations for the reception of Prince Chuan of China, a brother of Emperor Kwang Su, who is expected to arrive in this city in about a month. He will first visit Berlin, where he will convey to Emperor Wil-helm an official expression of China's grief at the murder of the German prin-cer, Baron von Ketteler, at the hands of the Boxers in the streets of Pekin last summer. He will then go to Paris and London. All Chinatown is talking about the coming visit, and will celebrate as they have never celebrated before. Consul Chou hopes to have the Chinese ambas-sador at the pier to receive the Prince. Wu Ting Fang, the Chinese minister at Washington, and his entire staff, will come to this city to welcome him. Chi-ness and state officials will be asked to take part in the celebration. Prince Chuan will be escorted to Waldorf Astoria. A reception and dinner will be given in his honor. RETURNING FROM NOME. Steamer Roanoke Carried Many Passen-gers and Over a Million Dollars in Dust. Port Townsend, Aug. 23.—The exodus from Nome is fairly on, and each steam-er arriving from there brings large num-bers. The Roanoke, which arrived yester-day, brought 130 cabin passengers be-sides a large number in the steerage, which makes about one thousand who have arrived from the North this sea-son, and from reports each succeeding steamer will be loaded with passengers until ice shall close navigation. Returning passengers report Nome as being remarkably quiet and filled with idle men, many of whom are willing to work for almost anything in order to get passage from there, but there is no work and great anxiety is felt by residents as to what will be done with the men. The steamer brought down \$1,000,000 in dust, most of which was shipped by the American Trading & Transportation Co. Besides this, it is estimated that the passengers brought \$200,000 more on their persons. FIREMEN ON PARADE. Canada Was Represented in the Pro-cession at Buffalo. Buffalo, N. Y., Aug. 23.—Firemen who have assembled here by thousands from all sections of the United States and Canada, participated this morning in a monster parade. Chief B. J. McCon-nell, of the Buffalo fire department, was grand marshal with Col. G. J. Hafla as assistant. Canada was represented by companies from the following places: Niagara Falls, Ont., Trenton, Seaford, Dunville and Merrion. William G. Hunt, of Vancouver, is among those registered at the Victoria hotel.

TOOK PRISONERS AND AMMUNITION CONVOY CAPTURED BY FORCE OF BRITISH Eighteen Burghers Were Taken, Includ-ing the Landrost of Bloemhof—Sharp Fight Near Klerksdorp. London, Aug. 23.—A fresh order dis-patch from Pretoria dated to-day says: "Col. Williams, after a sharp fight on August 19th, captured in the vicinity of Klerksdorp, Transvaal, an entire Boer convoy of 80 wagons loaded with am-munition and supplies, much stock and eighteen prisoners, including the Land-rost of Bloemhof and Dutoit, a tele-grapher, with a complete wire tapping apparatus." Martial Law. Capetown, Aug. 23.—A fresh order proclaiming martial law has been issued providing for the closing of all the coun-try stores in the Queenstown district, requiring that all goods likely to be used by the enemy shall be taken to cer-tain specified towns, and forbidding country residents to have in their pos-session more than a week's provisions.

PASTOR CHARGED WITH DRUNKENNESS Rev. D. C. Sanderson, of Almonte, Ar-rested While on Holiday at Syracuse—Declares He Was Drugged. Ottawa, Aug. 23.—Rev. D. C. Sand-erson, pastor of Almonte Methodist church, and Rev. Foster McAmmond, of Perth Methodist church, were on holiday in Buffalo and Syracuse. Rev. McAmmond was arrested in Syra-cuse on a charge of drunkenness, and the keeper of a disorderly house testified against him. Rev. McAmmond, who was in the police court, said that Sanderson was drugged. Mr. Sanderson arrived last night at Almonte, and was met at the depot by his wife and daughter. All that he would say was that he was drugged. Both ministers appear at Smith's Falls district meeting there to-day. TRADE OF PHILIPPINES. Exports and Imports Are on the In-crease. Washington, Aug. 23.—A continued in-crease in both the import and export trade of the Philippines is shown in a comparative statement compiled by the war department giving the commerce of the islands for the seven months ended January 31st, 1901, and 1900. The total value of merchandise imported during the seven months ended January 31st, 1901, was \$17,990,167, as against \$14,674,705 for the same period in 1900, and the merchandise exported was \$12,637,336 as against \$8,365,530 for the 1900 period. This shows an increase of 42 per cent. in the value of imports, and 62 per cent. in the value of exports.

RUSSIAN PREPARATIONS. Troops Are Gathering on Turkish Frontier—Torpedo Boats in Readiness. Brussels, Aug. 23.—A dispatch to the Petit Bleu from Vienna says: "Accord-ing to advices from Falatz twenty Rus-sian torpedo boats and several dispatch boats have arrived at the Danube Delta and Russian troops are commencing to mobilize along the Turkish frontier." SCOTTISH CLANS. Canada's Must Heavily Pay Assess-ments in Fall. Pittsburg, Pa., Aug. 23.—At the con-vention of the Royal Scottish Clans it was decided to revoke the order issued some years ago giving Canadians a re-bate of 25 per cent. on all beer taxes. Besides this, it is estimated that they should pay all assessments in full. MEETING OF RULES. The Car Accepts Emperor William's Invitation to Attend Naval Manoeuvres. Berlin, Aug. 23.—It is semi-officially announced that the Car & Danzige ac-cepted Emperor William's invitation to attend the naval manoeuvres at Danzige in an autograph letter.

THE KING AND EMPEROR. Wilhelmshaven, Prussia, Aug. 23.—King Edward arrived here at lunch time, and was met at the railway station by Em-peror William in the uniform of a British admiral, and the officers of the Imper-ial Guards. The King wore the uni-form of the Dragon Guards. After cor-dial greetings the sovereigns entered an open carriage drawn by our horses and were driven to the castle, where they had luncheon. The centre of the table was adorned with the epergne designed by Emperor William as a present for King Edward.

TO SAIL IN SEARCH OF THE SOUTH POLE THE EXPLORERS WILL SOON START ON VOY

Ship to Set Out From London and Of Exploration and Research Will Commence in November. The correspondent of the San Fran-cisco Bulletin writes as follows about launching at Dundee of the ship "Terra Nova," built expressly for a voy-age to the South Pole. The ship has now fitted out, and has come to London, where she lies in the Thames between stores on board for the dash to the South. As we saw her come into view with her bows cocked, and her stern, a bulwark affair, so shaped spe-cially for reasons which the Antarctic will-vids, she looked more vertical-like than any other vessel on the coast. (Go on deck and down below, now and one's wonder is awakened. The deck is trim and neat, bearing up to the simple "initia" "D" upon their in-side and black. Fixed upon it now is a reel containing no less than five mil-lions of feet of photographic film. Thick, strong wire, and there is a slide on which a camera is mounted. It will be wrapped. This is for the poses of the scientific persons who probe into the depths of the Ant-arctic. The ship is in the hands of Sir Ernest Shackleton, and other spe-cialists, among the others, are Sir James Ross and other wise, who are dis-posed of their submarine home. She has triple expansion engine 570 indicated horsepower and 2500 horse-power steam pressure and 95 tons. They were built by Messrs. Goulay Bros. & Co., of Dundee. The designing of the machinery, speci-fic arrangements have been made to con-nect the boiler with the engine, and may be no cylinders or pipes that through frozen water. The prop-ulsion is by means of a steam engine connected from the shafting for the engine room and then drawing in after the shafting to a steam engine. The Discovery will carry a most complete up-to-date electric light in-tern into the frozen zone. It is now fitted by Messrs. Berghell & Tott, of London, and other machinery, and dynamo, placed in the workshop, a battery of storage cells. The ship is wintering in the desolate of ice the cells will be charged by a dynamo worked from a windmill either on the forecastle or out of ice itself. The windmill has been designed by Messrs. Berghell & Tott. An odd thing is that a distant thirty feet surrounding a central upon the bridge there is neither below a trace of iron or steel. The interior, for of the white walls while such rigging as would in the ordinary course be composed of steel, is made of wood. This is simply the intention of the expedition, as the are to be made in the Polar region, which will be directed from the point referred to, may not to the ship's extent be intended to be made. The radius iron would have been used for this reason, as well as to with-stand ice pressures, that the hull of the is made of wood throughout. The as to the machinery, the line of the middle of the saloon where the crew will take their meals, and the Polar regions is being erected, no member of the expedition may the area with so much as a steel his pockets. All this is for the perfection of may be regarded as the most pre-pared part of the expedition, for it is that the result of these investiga-tions, the magnetic anomalies, these re-sults are at present possessed of a ter-ribly facilitate the navigation of southern seas, as in voyages to the Arctic, for example, the really para-dise of the expedition lies in the Arctic north (with the meteorologi-cal course) on voyage, as the Dis-covey will keep on the course generally to the north, and the expedition will be controlled, on her outward voyage, and on her homeward voyage round the world, by the magnetic field. Cor-recting the now very erro-rious "variations" daily. It has been previously suggested that some of the ship lines concerned might with a grace, under these circumstances, be little of the financial assistance to the expedition of which it stands so in need. The body of the vessel is en-compassed through airlocks, the doors of which layers of asbestos sandwiched be-tween two thicknesses of wood. Every-thing will be taken for keeping the interior, for of the white walls with which the men of the many days have to contend the cold is not the formidable. Some of the scientific men are doctors as well, and one of the men is a simple of a simple hospital, with a couple of berths and a necessary fittings. Behind the room in the galley is a huge tank, and there is a boiler for heating and of-verting ice into water for the use of those aboard. The ship carries a complete apparatus, by which salt wa-ter may be obtained, but for some time when even salt water would be obtainable. As for food, every day in preserved form to last for a year, but it will be taken on board in course of the next voyage. The long sojourn among the ice other ways to be made as pleasant as possible for both officers and crew. The officers are making themselves re-sponsible by way of holding process. Mr. Skelton, the chief engineer, is re-sponsible for the photographic department and dark room; and the library is being furnished by Messrs. Shackleton, who already received gifts of nearly a hundred volumes of all descriptions, of them presented by well known

CASTORIA For Infants and Children. It is so easy to get it.

EASE FOR THE FEET. If your feet are sore, painful, tender, aching, burning, chafed or blistered, shake a powder of Foot Elm in each shoe. Its effects in giving the feet ease and making them cool and comfortable are something marvellous.

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on, Aug. 23.—Lord Kitchener in... from Pretoria dated to-day

Williams, after a sharp fight on... 10th, captured in the vicinity of... (Transvaal), an entire Boer...

Martial Law.

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FOR CHARGED WITH DRUNKENNESS

D. C. Sanderson, of Almonte, Ar-... While on Holiday at Syracuse... Declares He Was Drugged.

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Chas. H. Hutchins

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The correspondent of the San Francisco Bulletin writes as follows:

Some months ago I told you of the launching at Dundee of the ship Discovery, built for an expedition to the South Pole.

SOME AMENITIES OF WAR.

Boers' Challenge to Mafeking Garrison to a Cricket Match and "B.P." Reply.

Messrs Pattick and Simpson recently offered for sale in London a practically unique record of the siege of Mafeking.

She has triple expansion engines of 570 indicated horse-power on trial, with 150 pounds steam pressure and four funnels.

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MILNER SPEAKS ON AFRICAN QUESTION

EVEN NOW GOOD WORK IS BEING CARRIED OUT

Quotes Sir Wilfrid Laurier's Noble Words—Introduction of Self-Governing Institutions Into New Colonies.

There was a large and distinguished assemblage at the Guildhall for the coronation of Lord Milner to the freedom of the city.

"I ventured, my Lord Mayor, when leaving Capetown some months ago, to try and reassure some doubting hearts by pointing to the remarkable and almost phenomenal steadfastness of British public feeling with regard to this question

LARGEST VESSEL AFLOAT.

Broadside View of the Celtic.—The White Star liner is 700 feet over all, has 75 feet beam and 40 feet moulded depth.

or South Africa. Now that I have been a little time at home, I feel more confident than ever on that point.

Great National Issue

TRAIN WRECKED.

Fireman Was Killed—Passengers Escaped Without Serious Injuries.

Itasca, N. Y., Aug. 23.—The Lehigh Valley passenger train, which left for Albany at 6:50 p. m., on the Cayuga lake

WHITE STAR LINER CELTIC.

ster View.—Taffrail is 65 feet above the keel blocks.

DOAN'S KIDNEY PILLS.

division, was wrecked north of Kings ferry, 20 miles north of Itasca at 8 o'clock to-night.

DEPUTIES ASSAULTED.

Rio de Janeiro, Aug. 23.—The deputies supporting the administration were attacked yesterday evening by a mob on leaving the legislative assembly.

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FRAUD PRACTICED BY SILK DEALERS

CUSTOMS APPRAISERS ARE UNDER SUSPICION

Sensational Investigations Instituted in New York—Steamers Moana and Puelia Sail To-Day.

Silk, which has been arriving on the Oriental liners calling here, is the subject of a somewhat sensational investigation in New York just now.

According to information obtained at Montreal arrangements have been made by which Edward Lloyd, Limited, publishers of the London Daily Chronicle, and owners of paper mills at Sittingbourne, England, obtain control of nearly the entire output of the Laurentine Pulp Company, at Grand Mere, Quebec, and become the company's agents for

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Meanwhile the secretary and his assistants are busy attending to the plethora of correspondence, pertaining to the coming prize lists is being constantly carried on.

On Monday night a meeting of the poultry committee will be held at the exhibition office in the market building. There will also be a special meeting in the agricultural hall, Nanaimo, on Monday evening to discuss matters relative to the British district exhibit in the coming show. The Islands Agricultural Society are also taking the question up in an energetic way, and intend making a strong effort to capture the prize to be awarded to the most creditable district exhibit.

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MICA AXLE GREASE advertisement with logo and text: 'MICA AXLE GREASE makes short roads. Light loads. Food for everything that runs on wheels. Sold Everywhere. Made by IMPERIAL OIL CO.'

DOAN'S KIDNEY PILLS advertisement with text: 'Doan's Kidney Pills cure backache, headache, neuralgia, etc. It is the only medicine that does not injure the stomach. It is the only medicine that does not irritate the bowels. It is the only medicine that does not excite the system. It is the only medicine that does not create a habit. It is the only medicine that does not cause a loss of appetite. It is the only medicine that does not cause a loss of sleep. It is the only medicine that does not cause a loss of weight. It is the only medicine that does not cause a loss of strength. It is the only medicine that does not cause a loss of vitality. It is the only medicine that does not cause a loss of health. It is the only medicine that does not cause a loss of life.'

Local News

The contract for the erection of fifty board feet of the same has been awarded to D. F. McCrimmon of this city. Some of these are almost completed.

The Metropolitan Methodist church has invited Ralph Smith, M. P., to occupy the pulpit of that church on the Sunday preceding Labor Day. The subject of his discourse is to be "Labor Problems."

All the municipal improvement debentures have not yet been sold, but negotiations are pending which will probably result in the sale of the remainder. They are being disposed of at par, and so far the purchasers have been local people.

Because of the belated English mails, the R. M. S. Moana will not sail for Australia this evening as announced in another part of this paper. Advice from the Terminal City this afternoon state that the ship will remain over at that port until to-morrow.

Manager Seabrook, of the Albion Iron Works, returned from Vancouver this morning relative to the rumored consummation of the deal whereby his firm absorbs that of the B. C. Iron Works of Vancouver. He has prospects in view as yet, but a definite announcement to make concerning the transaction.

Another consignment of gold was sent for export to the mint last night by the steamer Majestic, that vessel carrying ten bricks for sale to that institution. The largest of these was ten inches long, five wide and three deep, and represented the \$12,000 of the Columbia which was sold to the office, as mentioned in the Times, two or three days ago.

H. Dallas Helmecken, M. P., P. P., president of the board of directors of the Jubilee hospital, received the very gratifying offer from H. H. McDonald, the well known contractor, this morning that the latter was willing to give his services gratis to erect and assist the erection of fellow workmen towards the erection of the new flag pole at the hospital. With this prospect in view it is probable that the board of management will be able to have the undertaking carried out at a minimum expense.

From Saturday's Daily: The funeral of the late Mrs. Henry Caldwell is taking place this afternoon from the residence, 112 Superior street, and later from St. James's church.

News comes from Albert that the steamer Queen City ran into the wharf at Alberni on Wednesday, carrying away a portion of the dock and warehouse.

Mrs. Harriet Bennett, who was housekeeper for twenty years at the late Sir Matthew Bell Beattie, died last evening. Deceased was 52 years of age and a native of Lancashire, England. The only relative she leaves in Victoria is her mourn her loss is a granddaughter.

News was received by the Hating from Juneau that Walter McMillan, manager of the local telephone system, was in hospital there with blood poisoning. The trouble had been caused by a wire running into his finger. He was then successfully recovered to be about.

On Thursday evening last the trustees board of the Centennial Methodist church met for the purpose of fixing the time for the annual anniversary services. As a result of the deliberations of the board the services will take place on October 27th, and on Tuesday evening, the 29th, the annual tea will be held.

The trustees of the Douglas estate refused to accept \$8,240, the sum tendered by the Dominion government for the land appropriated from that estate for the Clover Point range. The trustees claim that there are two and a half acres for which payment has not been tendered. The matter will likely go to arbitration.

J. H. Baker has an excellent crop of wheat growing in his garden on Fernwood road. He has three or four tons of it well lodged with very large fruit, all of it in splendid condition. He finds that it is easier to grow peaches than apples. One four-year-old tree was in danger of breaking down from the great weight of fruit.

Another pipe driver will be put to work driving the logs for the James Bay sawmill foundation. There is a scarcity of logs at present, but when a sufficient number have been obtained the two machines will be started and it will not be long before the eight hundred odd are placed in their muddy homes. The weight on the driver amounts to 2,400 pounds.

A meeting of the school board was held to place yesterday afternoon, but did not materialize, the business which was to be dealt with not being ready. It is altogether probable that another meeting will be called to place the various vacancies which are expected. Mr. Clarke, of North Ward, has handed in his resignation, and it is understood that two of the other teachers intend taking positions as assistants in the manual training schools.

G. A. Smith, P. L. S., Victoria, has received this week his U. S. patent for a cork connector, which, when generally adopted, will prove a great convenience and deprive the Winnipegger of his well known means of identification, as the old-fashioned corker was to be superfluous. In this device of Mr. Smith's there is a small key, similar to what is used for opening meat tins, is provided, which,

by winding up a strip secured to the underside of the cork, the same is drawn readily and quietly. (From Monday's Daily.) A cheque for \$200 has been received from the executors of the estate of the late Archibald McGregor by the trustees of the Protestant Orphan's home, which is the amount of a legacy payable under the provisions of his will.

The funeral of the late Edward Verrier, son of F. Verrier, Shawanigan Lake, took place yesterday morning from the parlors of W. J. Hanna, and at 12:30 p. m. to the South Saanich Catholic cemetery, where the Rev. Father Althoff conducted appropriate services.

W. H. Weber, grand president of the Young Men's Institute in Washington, Oregon, Idaho, Montana and British Columbia, is paying his regular annual official visit to the local branch of the association, and gave an address in the evening on matters pertaining to the association. Mr. Weber is also chief of the Walla Walla fire brigade.

The tug Sadie made her quarterly trip to Darcy Island yesterday with a party of civil officials. They found no change at the lazaretto in regard to numbers since their previous trip. The four Chinese there are in fair health, and the young man recently taken up from this city has developed unmistakable signs of leprosy. The garden is in very good shape.

Miss Mary McLaren Garrow, of Toronto, and William Brown, of H. M. Customs, Rossland, having visited Victoria for the last time last Saturday, rendered the occasion memorable by entering the bonds of matrimony. The nuptial tie was performed by Rev. A. Fraser. The happy couple intend visiting the coast cities on their honeymoon trip.

The funeral of the late Mrs. Harriet Bennett took place yesterday afternoon at 2 o'clock from the residence of the Columbia Funeral and Furnishing Co. Services were conducted at the church and grave by Rev. Dr. Wilson. There was a large attendance, and many floral designs. The late Mrs. Bennett was a native of Scotland, and she was a member of the Victoria branch of the Salvation Army.

There will be special meetings at the Salvation Army hall this evening and to-morrow. Mrs. Adjt. McGill, of Vancouver, and Capt. Scott, of New Westminster, will be the speakers. It is probable that the board of management will be able to have the undertaking carried out at a minimum expense.

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VICTORIAN WINS THE CHAMPIONSHIP

B. H. Johns, of This City, Defeats All Comers in Contest for Provincial Trap Shooting Hours.

B. H. Johns, of Victoria, yesterday beat all comers in the trap shoot at Langford Plains, and established his right to the title of champion trap shooter of the province of British Columbia. The crack shots of both the Victoria and Capital cities of this city were on hand to do battle for the contest honor. While their number was supplemented by several Mainlanders. The shoot, in fact, is conceded to have been the most representative ever held in the province. It was a one hundred yard match, and of that number Mr. Johns brought down eighty-five a very creditable showing.

The weather conditions were very favorable and the prize of \$100 offered for the \$10 entries was divided as follows: 1st, \$40; 2nd, \$30; 3rd, \$20; 4th, \$10. In addition to the purse Mr. Johns won a trophy donated by the Curtis & Harvey Cartridge company for the winner.

The scores were as follows: B. H. Johns 85 Capt. Sears 78 E. H. Henders 74 J. S. Mansell 74 Chas. Munroe 78 W. Lenfestey 79 O. Weller 74 P. S. Green 73 J. C. MacIure 68 Hills 43

CAMPING ALMOST OVER.

Summer Resorts Are Now Beginning to Present a Deserted Appearance. Now that the days are getting shorter and fall is approaching rapidly, campers are beginning to pack up their tents and return to residences in the city. At the end of the month of July the tents on the beach were very numerous but at present those passing that place will notice a considerable decrease in the number of camping parties. At Foul Bay and other resorts the same thing will be noticed, while at and around Albert Head there remains only one camp, namely, Woodville, and it is the only one of the camping parties to come in somewhere near Labor Day, so that this popular resort will shortly be deserted until next season.

Esquimaux is already practically deserted by the campers. At Sooke there still remains quite a few parties spending the remaining days of the summer at that pretty spot.

The return of campers from the country to the city marks the commencement of another source of pleasure, the shooting season. Many sporting enthusiasts are looking forward to this with great eagerness, and there can be no doubt that the season will be very successful. The search will be by hunters in the area of the city front men has not spread to other cities, there is a fear that further complications might result, and to be safe it was found advisable to await a more settled condition.

British bank Senator, Captain Harrison, whose troubles, if told, would fill a book of many pages, is back in the Royal Roads. She arrived in tow of the tug Lorne on Sunday evening with the same cargo of lumber on board which she carried when she left here for Liverpool on the 20th of April.

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NEW WESTMINSTER. On Saturday night the death occurred of William James, the five year old son of Robert Gilmore, Westham Island. Particulars were received on Wednesday of a fatality which occurred at the Fishermen's cannery, near Port Guilfoyle, on Sunday. It appears that above the soldering machine there is a left in which cans are stored, and where some Indian children were playing. One of the children, who was running the automatic machinery here projects, and it is presumed that a girl, in playing about this, got her dress entangled, and was whirled about rapidly, and battered into unconsciousness, in which condition she was found by the machinery men, having attracted attention. The little girl, who was about ten years of age, died about two hours later.

The programme committee of the citizens' celebration committee met on Tuesday evening. After an hour's discussion there was drafted a programme of sports, to be submitted at the meeting of the general committee on Wednesday night. Of course, changes are liable to be made. The draft follows: 10 a. m., band concert; 2 p. m., stock parade; 5 p. m., Indian sports; 8 p. m., band concert; Thursday, Oct. 3rd.—10 a. m., horse races; 2 p. m., stock parade; 5 p. m., Indian sports; 8 p. m., band concert; Thursday, Oct. 3rd.—American Day.—10 a. m., horse races; 2 p. m., stock parade; 5 p. m., Indian sports; 8 p. m., band concert.

WHOLESALE MARKET. The following quotations are Victoria wholesale prices paid for farm produce this week: Potatoes (plant), per ton 22.50 Onions, per 100 lbs. 1.25 Carrots, per 100 lbs. 1.25 Cabbage, per 100 lbs. 1.25 Butter (creamery), per lb. 25c Butter (dairy), per lb. 25c Eggs (fresh), per doz. 50c Chickens, per doz. 5.00 Ducks, per doz. 6.00 Apples, per box 1.25 Lays, per ton 20.00 Oats, per ton 22.00 Barley, per ton 20.00 Beef, per lb. 8c Pork, per lb. 9c Veal, per lb. 10c

ANOTHER WARM SPELL.

Topeka, Kansas, Aug. 26.—Kansas was given another touch of summer yesterday, after three weeks of very moderate weather. The day was distinguished above the rest by cold nights and occasional rains. The temperature in some places was recorded at 106, and at Topeka the mercury touched the 105 mark. At Leavenworth there were several prostrations from the heat.

Shipping

One beneficial result of the strike of machinists and men employed along the front in San Francisco may be the bringing to British Columbia ship yards of the business properly belonging to the firm to the south of the 49th parallel. The strike has not only interfered with shipbuilding at the Golden Gate, but on the Sound as well operations are to a great extent suspended. So far as the Sound is concerned, it is diverted in this direction, but with a continuance of the strike some of the business should naturally come this way, while it is almost certain that an emergency contract such as an expedited vessel would by necessity have to be carried out on this side of the International boundary line.

On the Sound and in San Francisco contract work will soon commence, and it is not probable that the ship-builders will be allowed to begin work that are being held up by the ship-owners, pending the outcome of the labor difficulties.

Four contracts in which Tacoma firms are interested and which are valued at \$100 entries was divided as follows: 1st, \$40; 2nd, \$30; 3rd, \$20; 4th, \$10. In addition to the purse Mr. Johns won a trophy donated by the Curtis & Harvey Cartridge company for the winner.

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WHOLESALE MARKET. The following quotations are Victoria wholesale prices paid for farm produce this week: Potatoes (plant), per ton 22.50 Onions, per 100 lbs. 1.25 Carrots, per 100 lbs. 1.25 Cabbage, per 100 lbs. 1.25 Butter (creamery), per lb. 25c Butter (dairy), per lb. 25c Eggs (fresh), per doz. 50c Chickens, per doz. 5.00 Ducks, per doz. 6.00 Apples, per box 1.25 Lays, per ton 20.00 Oats, per ton 22.00 Barley, per ton 20.00 Beef, per lb. 8c Pork, per lb. 9c Veal, per lb. 10c

ANOTHER WARM SPELL.

Topeka, Kansas, Aug. 26.—Kansas was given another touch of summer yesterday, after three weeks of very moderate weather. The day was distinguished above the rest by cold nights and occasional rains. The temperature in some places was recorded at 106, and at Topeka the mercury touched the 105 mark. At Leavenworth there were several prostrations from the heat.

Provincial News

Work on the new high school building is now well under way. Business has improved greatly here late, as a result of the increase of working forces at some of the local mines and the reopening of others.

Rev. Dr. Wright has left for Nelson, B. C., to again take charge of his church there after a short holiday in Colmbia. He will be accompanied by his wife and family, and it is expected that his stay in the town is now occupied. New people are daily arriving from all parts and settling here. Building will soon commence, and accommodation must be provided for the rush coming this way.

The officers of the Kootenay companies of the Rocky Mountain Rangers are quite enthusiastic as to the suggested detail of a visit to the coast. Captain Forin of the Rossland company has been in correspondence with several of the officers, and all will co-operate in putting through the proposition.—Miner.

Forest fires up Cuddy creek are threatening the Noble Fire mine, and a large force of men from here have gone up to fight the flames. It is largely the Noble Fire mine that is being threatened, and should it be destroyed the consequent closing down of the Noble Fire copper and silver plant will seriously interfere with operations at the Noble Fire and Last Chance mines.

A quiet wedding took place on Tuesday afternoon at the residence of Mr. and Mrs. R. Atkins, on Second street, when Rev. C. A. Proctor united in marriage Miss Elizabeth Atkins, of this city, and Miss Elizabeth Atkins, of this city.

Two Italians appeared before F. Charger, J.P., Tuesday morning, charged with starting forest fires. Both were found guilty and fined, the costs being paid by the forest office.

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J. F. Kennedy, chief engineer of the V. & E. railway, has left here for the Okanagan and Kootenay districts for the purpose of inspecting the route now being surveyed by his corps of engineers. He will be accompanied by his chief surveyor, Mr. J. H. MacIure, and a chief mountain, situated about 2,500 feet above the sea, the survivors are now hunting for the body. His fellow workmen rescued him in a few minutes, but he was unconscious and severely injured internally. He was at once conveyed to the 150-Mile House and everything done to relieve his suffering, but he died soon after without regaining consciousness. Deceased was one of three brothers who left Cornwall, Ireland, about ten years ago and came to British Columbia. The first break in the trio was the sudden death of one of the brothers who, while riding racks at Lac la Hache some few years ago, was thrown from his horse and his neck broken. Then followed the equally sad death of his brother Earnest, leaving but one of the three.

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Indian sports; 11 a. m., tug-of-war; 1:30 p. m., lacrosse and Royal Marine Band of Italy; 8 p. m., band concert. Friday, Oct. 4th.—Children's Day.—Juvenile sports, etc., in the forenoon; 2 p. m., stock parade, baby show, tug-of-war, annual meeting R. A. & T. Society; 8 p. m., band concert; 9 p. m., ball. Saturday, Oct. 5th.—Forenoon, horse races; afternoon, baseball and lacrosse matches.

A conference between the council and the representatives of the Vancouver, Westminster, Northern and Yukon railway was held in the city on Thursday afternoon. The representatives asked for a number of concessions and subsidies, and a committee was referred to a select committee.

At a meeting of the board of directors of the royal Columbian hospital it was decided to have a separate building fund account, and in this connection the board's action was to have the fund. It was also decided to have a fund to collect fees at their ladies' room during exhibition week, in aid of this fund. It was also decided to have a fund to collect fees at their ladies' room during exhibition week, in aid of this fund. It was also decided to have a fund to collect fees at their ladies' room during exhibition week, in aid of this fund.

John Schneider, a trusty employe at the provincial jail, in building a retaining wall, made his escape on Monday morning while the men were at work passing the jail, and his absence was not noticed until the noon hour. Schneider was a resident here and had been six days more to serve upon a six months' sentence for being drunk and disorderly.

A fatal accident occurred at the Silver King mine on Friday night, Curtis Brott, a miner, 45 years of age, being the victim. He was killed by a falling rock which struck him on the head. The mine is situated about 2,500 feet above the sea, the survivors are now hunting for the body. His fellow workmen rescued him in a few minutes, but he was unconscious and severely injured internally. He was at once conveyed to the 150-Mile House and everything done to relieve his suffering, but he died soon after without regaining consciousness. Deceased was one of three brothers who left Cornwall, Ireland, about ten years ago and came to British Columbia. The first break in the trio was the sudden death of one of the brothers who, while riding racks at Lac la Hache some few years ago, was thrown from his horse and his neck broken. Then followed the equally sad death of his brother Earnest, leaving but one of the three.

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J. F. Kennedy, chief engineer of the V. & E. railway, has left here for the Okanagan and Kootenay districts for the purpose of inspecting the route now being surveyed by his corps of engineers. He will be accompanied by his chief surveyor, Mr. J. H. MacIure, and a chief mountain, situated about

and two 40-ton switching engines, two passenger coaches, one...



H. Horton was injured while traveling on the incoming Seattle train...

McGregor was seriously injured on Sunday while engaged in building...

For about five years past two one-way tramps have been in the habit...

The Victoria lawyers went Saturday's baseball match easily. There was no...

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VICTORIAN LEGAL RIGHTS TRIUMPHED

DEFEATED VANCOUVER WITH LITTLE TROUBLE

Terminal City Team Retired to the Tune of Eighteen to Eight—Lacrosse at New Westminster.

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more runs were made, giving the home team a score advantage of two. Both...

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J. A. McTavish, not out. 14
F. Ashby, b. Barreclough. 8
A. Richardson, c. Murray, b. Howe. 8

W. Wilson, b. Howe. 8
Byes. 16
Leg byes. 3
Wides. 1
No balls. 1
Total. 140

YACHTING.
WON BY DIONE.
The cup generously presented by Mr. Challoner was won on Saturday by Mr. Gores's speedy little yacht Dione. The event was won on time allowance, but the various craft gave a good account of themselves.

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LESSONS FROM THE ISLANDER DISASTER

REV. ELLIOTT S. ROWE DISCUSSES THE SUBJECT

Conduct of Some On Board a Glorification of Humanity and Exemplification of Christ's Teaching.

In the Metropolitan Methodist church last evening a large congregation assembled to listen to a discourse by Rev. Elliott S. Rowe, on the Islander accident. He said in opening his remarks that the transactions of the day had revived the distressing incidents of the calamity the news of which had been received just one week previously.

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the difference? He, the Gentle Teacher, who crowned childhood and gave it a first place in His kingdom—surely His Spirit was not so dead that it is glorious in life has filtered down from His teaching.

More to leave a place of safety, as some had done, for those who were more helpless, and themselves go down to death, was called heroic, but it reminded the speaker of the sinner buried at Christ, but which was the glory of "Great Teacher," He said others; "Himself He cannot save," because His salvation meant their destruction and His destruction their salvation.

To save others under such circumstances required a higher type of courage than that displayed on the battlefield, where the warrior imbibed the contagion spirit of the charge and in this connection it was interesting to note that Her late Majesty reserved her highest favor—the Victoria Cross—for those who saved life on the battlefield. One who risks his life to save a comrade glorifies our humanity, which, it spite of its weaknesses on occasion, gives token to its glories and genealogy.

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CASSIAR WAKING UP

Good Outlook for Old Camp—The Fur Trade.

A Skagway correspondent writes: "George Cooks, the census enumerator who took the census of the Upper Cassiar district, left on this morning's train for Athin to hand in his report to Commissioner of Census J. W. McFarlane. Mr. Cooks has no authority to tell how many people there are in the Cassiar district before it is officially published in the government report. He says, however, that there are many more inhabitants in that vast expanse of wilderness than he had imagined."

"He left Athin on May 4th, and followed the line of the telegraph with a dog team 230 miles to Telegraph creek. From here he went 250 miles further to McDanne's creek at the head of the Dease river to McDanne's landing. There are many more Indians in the country than there are whites, and a number of Chinese. Most of the Hudson Bay men who have remained in the district for thirty years and have made good money in mining. They don't wear queues, speaking good English and seem to be well adapted to the country. When at Glenora Mr. Cooks met an employee of the Chinese government who had come to disinter the bones of all dead Chinese in the district for shipment to China. The great fortunes that were taken out of the Cassiar in the old days has denuded the district of its value as a pick and shovel field the miners of the Cassiar maintain that the whole country is rich with pay for hydraulic working. All the stores, excepting at Glenora, are in the hands of the Hudson's Bay Co. The fur trade of the district only amounts to about \$30,000 now. The trapping is about all done by the Indians and only three white trappers were seen in the country. The transportation of freight into the country is made by the Hudson Bay men. A train is confined to bateaux on the rivers and lakes, packing on the backs of Indians and dog sledding in the winter. The Thibet Creek Mining Co., at the head of Dease river, has a hydraulic proposition in the district. This is their first working season and no clean-ups have been made so far. They are running two nozzles, having splendid power and dumping facilities. It is said that their prospecting promises excellent pay. The drawback to the Cassiar which stands most in the way of progress is the depression made by the Cassiar Central railway which may reserve four miles along wherever its roadbed may be located. There is much good agricultural land in the district, but people are afraid to take it up, their holdings fall within the company's reserve."

LARGE NUMBER ATTENDED.
I. O. G. T. Re-Union at Dunceas—Interesting Programme of Sports.

Between two and three hundred people from Victoria, Nanaimo, Ladysmith, Estevan and other points in the E. C. T. R. held at Dunceas on Saturday. The Ladysmith silver cornet band came down from Ladysmith and gave selections during the afternoon. Addresses were delivered by prominent members of the order, among which was a speech by Dr. Lewis Hall, chief templear, from this city, on the views, objects and benefits of the order.

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Early this morning James Dean, of Quadra street, was awakened by noise in his room, and, peering around, he caught a glimpse of someone moving about. He at first thought it was his son waking in his sleep. Closer scrutiny, however, revealed a Chinaman, and called in the police station in order that he may be examined as to his sanity.

Two other Chinamen appeared in the police court this morning. They were Wong Lung and H. Taling, peddlers, who had an altercation at one of the wharves over some fish. The situation grew rapidly warmer, blows are alleged to have been struck, and child shall head them. The weak things of earth dictated to the strong. Strength dedicated to weakness rose to nobility. Compare that picture of self-abnegation with the casting of children of the gods even in the intellectual brilliancy of their perine Rome, and say what accounted for

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