

The Semi-Weekly Colonist.

THIRTY-EIGHTH YEAR.

VICTORIA BRITISH COLUMBIA THURSDAY JUNE 4 1896.

VOLUME XXXVIII. NO. 55

NEWS OF THE PROVINCE

E. King Dodds Very Enthusiastically Received in the Terminal City.

Fruit Pests in Tasmanian Fruit-Mining in Cariboo and Kootenay.

(Special to the Colonist.)

VANCOUVER.

VANCOUVER, June 1.—Westminster and Vancouver fruit sellers have been warned by the government, inspectors not to sell any of the last shipment of Tasmania apples, as they have been found to contain the germs of fruit pests in large quantities.

The inland revenue for May at the port of Vancouver was \$8,077; imports, \$136,000; duties, \$35,714.

Great sympathy is expressed on account of the death of a daughter of Mr. Maxwell, the Liberal candidate for Burrard district.

Mr. J. Dougherty, boatswain's mate on the steamer Empress of India, left yesterday for Liverpool.

E. King Dodds spoke at Cowan's central committee rooms on Saturday night and was enthusiastically received. He spoke of the prosperity of the United States under protection and the collapse of the McKinley legislation. Reference was made to the steady growth of the manufacture of machinery in Canada under the National Policy and the increase of trade with the old country, Canada now controlling the cheese market in England. The school question was discussed at length, and the remark was made that Vancouver should thank the Dominion government for having built the C.P.R. despite all the Liberal opposition to the enterprise.

VANCOUVER, June 2.—R. A. Anderson is visiting some bench grounds on Light-nish creek that he has options upon.

V. Straube's gun shop was broken into on Monday morning by burglars and \$300 worth of goods stolen. The thieves cut the panels out of the door in the rear of the shop and succeeded in packing a heavy bag away—consisting of knives, razors, compasses and pen-knives—without being detected.

Geo. H. Cowan, the Conservative candidate, held a good meeting at Moody's last night. He was well received by the electors in that riding. There were no opposition speakers. He said that the aim of the Conservative party was to make Canada great and after reviewing the national triumphs accomplished by the Conservative party, he concluded by reference to the Manitoba school question. During the course of his speech Mr. Cowan said that his nomination had been endorsed by Sir Chas. Tupper and Hugh John Macdonald. Mr. Cowan also held a meeting at Mount Pleasant last night. The meeting was enthusiastic. Mr. Cowan made a long speech in which he outlined the policy of the Conservative party.

Johann Wulfsohn has returned from England. Mr. Wulfsohn has informed the newspapers that he has succeeded in organizing a company of English capitalists who had one million pounds in the bank ready for investment in British Columbia. Two experts are now in the mining districts on behalf of this company, looking at suitable properties, while another is on his way here from England. Mr. Wulfsohn said that

"The first farmer was the first man, and all historic nobility rests on possession and use of land."—EMERSON.

The Old and The New.

The old way—Dry Goods had to pass through three or four hands before reaching the consumer, and the consumer had to pay each middle-man his profit.

The new way—Our goods to a very large extent come direct from the factory and the consumer has only to pay one profit.

We carry a full line of House Furnishings and Dry Goods and sell on a very small profit; are never undersold, and would like to have more country trade, guaranteeing to give full satisfaction or to refund the money.

We sell nice White Summer Blankets, 10-4, for \$1.15; Spool Cotton, best quality, 200-yd. reels, at 30c. per dozen; White Cotton, 35 in. wide, extra good value, at 10c. per yd.; Sheetings, Table Linens, Blankets, Quilts, Towels, etc. It will PAY YOU to get prices on these.

We write up for prices and samples, and information on anything you may wish to buy; or, better still, give us a call when in town.

The Westside.

J. HUTCHESON & Co. May, 1896

British Columbia was creating great interest in England, and that on account of Western Australia being overdone, and the trouble in South Africa, capital is looking for investment here. There were, however, two things that would drive capital away from British Columbia—wild-cat schemes and claim owners holding their property too high. The Anglo-Western Pioneer Co., which Mr. Wulfsohn represents, will have their head office in Vancouver. Mr. Wulfsohn says that the credit of British Columbia, financially, in England just now is high.

James Findlay has applied to the council, asking if they are willing to encourage the establishment of a mining machinery manufactory.

The council are considering an application to grant a license for a Variety Hall.

Another bridge is to be built across Coal Harbor for passengers, Col. Tracey having refused to guarantee the present bridge safe for heavy summer traffic.

The matter is being carefully inquired into whether the city or tram company are responsible for the bridges across False Creek.

The bylaw to authorize the agreement with the Electric Light Co. was passed last night by the city council.

The committee appointed to consider the question of the establishment of a smelter in the city will report in a few days. The most careful inquiries have been made and no expense spared to get accurate and reliable information. It is a foregone conclusion that a smelter will be erected in Vancouver at an early date.

Mr. A. W. Smith, M.P.P. for Lillooet, who is in the city on his way to Victoria, in speaking to the Colonist representative of the recent big discovery in Lillooet, said: "The ledge is back about ten miles from Lillooet on Cayuse creek and about four miles from the Bonanza claim. Some 130 feet of the ledge is laid bare. The vein itself is about eight feet thick and is the richest I have ever seen in quartz. Of course no one knows as yet whether or not it is a true vein. My opinion is, however, that the lead is all right. If it does prove all right the mine is simply worth a fortune. The ledge is situated 2,000 feet above the creek, and is thought by some to be a mother vein. There are many other claims in the vicinity. The Lillooet and Fraser Valley claims. I believe there are deposits yet on Cayuse creek undiscovered that are richer than or fully as rich as this one. The gravel, bits of rock, etc., picked up all along the creek on both sides can be very profitably washed, and have been for many years; so much gold must come from somewhere. Joe Copland discovered the claim spoken of; he was working on the Lillooet and Fraser Valley claims. He was out shooting muskrat and noticed this mineralized rock high up the mountain. The snow was deep so he marked the spot and returned in the spring to stake it out. As he was an Indian with very little education he the lower end of Lightning Creek where Mr. Anderson has an option on three leases held by J. Boyd and others.

LANGLEY, June 2.—During the month of May, 1896, rain fell upon fifteen days in Langley, amounting to 4.320 inches. In the first week the rainfall amounted to 2.743 inches, 0.731 inches in the second, 0.00 in the third, 0.698 in the fourth, and 0.148 during the remainder of the month. In 1895 rain fell upon eighteen days during the month of May, amounting to 4.914 inches, while May of 1894, contributed sixteen days of rain amounting to 5.047 inches, so that 1896 shows an improvement as to number of days and amount of deposit, although the weather has been cooler and vegetation is scarcely so far advanced as in 1895.

LATEST FROM LONDON.

Twelve Hundred and Seventy-seven Victims of the Moscow Disaster Buried.

Pretoria Prisoners Released—Turkish Outrages in Crete—Cecil Rhodes at Bulawayo.

LONDON, June 1.—A special from Moscow says twelve hundred and seventy-seven victims of the horrible crush and stampede on the Khodynskoje Plain on Saturday morning were buried to-day. The great number of unidentified dead were buried in eleven great trenches, each fifty yards long. There were 600 workmen engaged all night long at the Vaganovsko cemetery digging the trenches. A number of priests, among them being John of Cornstadt, famous for his piety and his power to console, and it is believed by the peasants, to heal, and many military chaplains conducted the funeral services, the friends crowding around the graves.

Chamberlain from Pretoria says that all the prisoners have been released except three or four.

A dispatch from Athens to the Times says: "The Turks, after leaving Vasmio, island of Crete, burned and sacked the villages of Delian and Tsivira. The insurgents retired to the mountains and proclaimed the union of Crete and Greece."

NEW DENVER. (From the Ledger.)

Several mines near Cody Creek are closed down until the trails will permit of supplies being packed in.

The concentrator at the Washington will commence running as soon as the water supply is sufficient.

The deal is on for the purchase of the Reed and Robertson, Tenderfoot, Jenny Lind and other properties. If success-

ful a tramway and concentrator will be put in this summer.

C. W. Callahan, a mining expert from England, has been in New Denver for several days. He is highly pleased with the Slooan.

The Great Northern is in 90 feet on its second tunnel. The main lead, it is expected, will soon be reached.

On the Abbott, nine men are working on the tunnel trying to catch the lead. Small stringers of ore are being met, so the lead is not far off.

The Third Cup is closed down, as it is expected to change hands soon. Vancouver people are likely buyers, and will work it with a big staff of men.

Laurier's New Chum!

Hand-in-Glove With Notorious Ned Farrer to "Work" the Patron Vote.

A Timely Discovery Spoils the Game—Interesting Letter to Be Published.

(From Our Own Correspondent.)

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The deal appears to have been brought about by Mallory for the Patrons, McCarthy on his own behalf, and Alexander Smith, Liberal organizer for Ontario. The gentleman who engineered the scheme was no less a personage than the South-conspirator Ned Farrer, and now it is as plain as daylight what his recent conferences at Montreal with Mr. Laurier and Jim Sutherland, chief Liberal whip, mean.

A letter from Mr. Haggart, securing the return of Liberal, Patron or McCarthyite candidates, or of so arranging a three-cornered fight as to impair most effectually the strength of the ministerial candidates. In the ridings where the Patron candidate is of known Conservative leanings, he is to be left in the field as the third man between the Conservative and Liberal candidates so as to weaken the former. Where the Patron is a Conservative, Mr. McCarthy either to withdraw from the contest, leaving the fight to the others, or if stronger than the Liberal candidate he is to remain in the field single-handed against the Conservative candidate, with the assistance of the McCarthyite Liberals. That this has been faithfully carried out, a glance at the list of candidates, especially in Ontario, will show.

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Highest of all in Leavening Power.—Latest U.S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

GRITS ARE QUITTING.

"Every Provincial Premier on Whom Laurier Counted Has Funked"—"A Forlorn Hope."

The Situation in the Different Provinces—Liberal Claims Shown to Be Bogus.

(From the Winnipeg Nor'-Wester.)

The Liberals are abandoning constitutional right and left. In the bye-elections they were degraded in many places to the rank of the third party, and, taking the hint, they are here and there preparing to get out of politics. So far there is only one Liberal nominee for the four seats in Toronto, and his candidature is very like a sham. In East Toronto they are satisfied to let Mr. McCarthy nominate their candidate. They have abandoned the field in Cardwell and are said to be willing to withdraw from a score of other Ontario ridings in favor of the P. P. A. or the Patrons. Never was the demoralization of a party in the face of the enemy so complete.

Mr. David Mills, who has already lost Bothwell, has been looking around for a safe seat, but in vain.

Sir Oliver Mowat, who was called to the rescue of the party, will carry the banner of free trade to the senate, but not to the polls. Every provincial premier who has been elected since Laurier has funkled. Without exception they have declined to surrender the emoluments of office for the chance of a better job under Mr. Laurier. Even Mr. Laurier, either through cowardice or material or lack of courage, is running in two constituencies, and may possibly try his luck in a third. Mr. Rufus H. Pope, who contests Compton, in the Eastern townships, will have no liberal opposition. A day or two ago the opposition withdrew its candidate, in that riding, and left the field to the Patron, who has not a ghost of a chance. The funking of the premier is easily explained. The Liberals in Ontario and Manitoba are being discredited daily by the pro-Catholic campaign of Mr. Laurier and the Rouge press in Quebec.

The leading English Liberal and French Liberal papers there have openly declared that they will do everything the church asks for, and have accepted the mandate as a demand for the extreme measure of coercion, for which Mr. Laurier is calling. Every member of the province to the other. While this is proving a stumbling block in the Protestant centres, the attitude of the Ontario wing of the party is destroying faith in the Liberal throughout Quebec. Here the exercise of the power to give redress, which Mr. Laurier is pledged to use to the fullest extent, is denounced by Liberal journals, and the whole party organization is passing into the hands of the McCarthyites. The appeal to bigotry in both provinces is bound to fail, because the extreme attitude of the party in the one is the check upon the other. The result, as already stated, is that whereas a few months ago the Liberals entertained the highest hopes, their leaders are now dispirited.

The losses of the Liberal party are becoming more and more pronounced each day. Men who have supported the Opposition in previous campaigns are signifying their intention of withdrawing their assistance from the policy of folly, disgusted with the party and its leaders. One of these is Mr. F. H. Hale, who was sent to Ottawa a few years ago by the Liberals of Carleton, N. B. Addressing the electors of Woodstock a few days ago, he said his experience at Ottawa soon taught him one end of the party were merely working for the good of the country, and he had then and there decided to go out of politics at the end of the term, feeling that he could no longer support the Liberal party in the House. He did so, retiring to private life, giving his support as a private citizen to the party of progress, the Liberal Conservative party. Mr. Hale is now the Conservative candidate.

Probably the most respected member of Mr. Laurier's party in the city of Quebec is Mr. Fremont, ex-mayor, late member for Quebec county. He is a noble and honest man, and a life-long Liberal, but is said to be no longer included in the ranks of the Laurier party. In Restigouche, Mayor Alexander, of Campbellton, an old-time Liberal, has become a supporter of the government. Senator Snowball, and a great number of Northumberland businessmen who followed Mr. Mackenzie and Mr. Blake, do not follow the present leaders of the government candidate in Kent, N. B. was not a supporter of the ministry at the time Mr. McKeown made his last turn. When the Liberal party was led by Mr. Mackenzie and Mr. Blake, Mr. Alexander Gibson was a Liberal. He would, perhaps, like many other supporters of the government, call himself by that name yet, while maintaining that all there is of true Liberalism in politics is found on the Liberal Conservative side.

Nova Scotia has also its examples of men who are changing. Mr. Roscoe, the leader of the King's county bar, who was buried on Saturday afternoon; J. Speed, J. Smith, C. Steer, J. McCorkal, T. Bryden and F. Garland.

The following are the names of the pallbearers at the funeral of the late Miss Harriet Clara Nathan, who was buried on Saturday afternoon: J. Speed, J. Smith, C. Steer, J. McCorkal, T. Bryden and F. Garland.

ST. LOUIS DISASTER.

ST. LOUIS, Mo., June 1.—The work of clearing up the debris and repairing the damage caused by Wednesday's storm continues with unabated vigor despite the drizzling rain. Great numbers of people are receiving aid at the different relief departments. The best news of to-day was that the occupants of the demolished city hospital, 40 or 50 of whom were reported still under the ruins last week, are all accounted for. A meeting has been called for tomorrow to consider the advisability of appealing for outside relief for the sufferers. A list of 120 persons missing in St. Louis since the storm is in the hands of the police authorities. Five days have elapsed since the tornado yet the list of dead has not reached the foot of the column. The number of seriously wounded is many-fold larger than those who did not live to survive the awful experiences of the storm, and many more will succumb to the injuries inflicted.

ALBERNI DISTRICT.

ALBERNI, May 29.—(Special)—The news down from the Consolidated Alberni is that the shaft is now down sixty feet, although much hindered by water. The ledge still holds its width. A California expert, who is visiting Alberni district, took a look at the bottom of the Alberni shaft, and is amazed with the richness of the ore. He also visited the Last Chance claim of the Quadra company, and is satisfied a good mine will be shown up there.

Mr. Brady, M. E., also visited the Last Chance mine, and reports that good work is being done, and a fine ore body is exposed. He took away specimens for assay.

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INVASION OF THE SOUDAN.

When it was known that the British Government had determined to send an expedition to the Sudan it was feared that the invading force would have a hard time of it. People remembered enough about the last war in the Sudan to know that the Derivishes were an enemy which the best troops in the world could not afford to despise. Accounts of their fearlessness and their fanaticism were revived and the fate of the Egyptian corps that were sent to oppose them was still fresh in the memory of men of middle age. It was believed that the native Egyptian soldiers would be of little use in an invasion of the Sudan, and that the hard work and the hard fighting of the expedition would be done as much as the veterans of the British army could stand. There were military critics whose opinions were worthy of respect who considered the British Government exceedingly rash in determining to invade the Sudan, and who more than hinted that it would end in disaster and disgrace. Very little was known of the state of the country to be invaded. It was generally supposed that the Derivishes were as numerous, as well equipped and as ready to fight as ever they were.

The expedition has set out and is now well on the way to Dongola. No misfortune has overtaken the force. Its progress has been necessarily slow, but it has not been harassed by an enterprising and fearless enemy. The Derivishes seem to have lost the fire and the fanaticism which caused them in the former war to rush on to the British bayonets and to creep into British forts.

It appears that the Mahdi and his successors ruled the Sudan with a rod of iron. Their tyranny has been such that they have almost depopulated the country in some places. The native population that remains is thoroughly disheartened and would if it dare welcome the invader. The Khalifa's army is considerably reduced in numbers and the remnant seems to be greatly demoralized. The Egyptian soldiers, instead of running away from the Derivishes like a flock of frightened sheep, have shown in the face of the enemy many soldierly qualities. Good progress has been made with the railroad which is to convey the troops over the country where the Nile is not navigable and the host of camels necessary to carry on war in the desert country is on its way from all directions to the headquarters of the army. It is now believed that the expedition, when it takes the route for Dongola, will be in every respect in good condition.

The probability is that the Sudan will be reduced to subjection very soon and without any very great sacrifice of either blood or treasure. It is now known that the stories that were told about the great strength of Osman Digna's army were untrue. That army is greatly reduced in numbers and it is lamentably demoralized. The conquest of Sudan is now confidently expected.

A TRUE PATRIOT.

Mr. Chamberlain is showing himself to be in every respect an Imperialist statesman. He is the very reverse of a Little Englander. He sets a high value on Great Britain's possessions. He evidently considers that they are the main element of her greatness, and it is clearly becoming the main object of his life to make that greatness permanent by drawing them more closely to the Mother Country and by making the interests of one the interests of all. The bent of his mind and the aim of his ambition were clearly revealed in a speech which he made a few weeks ago at the ceremony of unveiling a memorial window to Mr. John Came, a benefactor of the Cordwainers' Company. After speaking of the way in which the man whose memory he and his hearers had met to honor had done his duty and of the honorable way in which city companies had fulfilled their trusts, Mr. Chamberlain went on to say:

Mr. Came lived in stirring times, when men's hearts beat high with patriotic impulses. He lived to see Olive and Warren Hastings carving out in India a huge dependency for the British Crown. He saw, or he heard of the death of Wolfe, and he knew of the addition of Canada to the British Empire. Island after island in the Eastern and Western seas was joined during his lifetime to the possessions of the British Empire. In the year of his death Ceylon was taken. The year after, Nelson, in the commencement of his career, with Sir John Jervis, won the battle of St. Vincent. The year before the Cape of Good Hope surrendered—a possession the importance of which we are not likely in these days to underestimate, although I may say it has added greatly to the cares and the anxieties of those who have been called upon to fill my office. Mr. John Came, I might perhaps to add, witnessed also the greatest loss which the British Empire has ever sustained, when the colonies of North America threw off their allegiance. Our loss, due to mistakes which we are not likely to repeat (cheers), was I have no doubt, their gain, inasmuch as it hastened the development and prosperity of the United States. And now, looking back, I think we may be inclined to say that it was a blessing for both nations, if only we can feel assured, as I devoutly wish and pray that we may, that the two great Anglo-Saxon nations may go forward in continual peace and amity. But even without the United States the

Empire of the Queen is an Empire such as the world has never seen, and which may satisfy the wildest ambition, and yet day by day it constantly grows, almost against our will—certainly without conscious action on our part; day by day our responsibilities and our obligations increase. But I confess that, for myself, I do not regret this manifest destiny of a great governing and colonizing race."

It is, we believe, hard to overestimate the good which Mr. Chamberlain is doing in helping men of the British race in the Mother Country and in the Colonies to realize the greatness and the splendor of the Empire to which they belong, and to form something like an adequate conception of the glorious future that lies before them if they do what is plainly their duty. It is pleasant to see that Mr. Chamberlain's patriotic enthusiasm is contagious, and that there are thousands of able, large-minded men in all parts of the Empire who are bound to do all that lies in their power to make Mr. Chamberlain's dream a reality.

LAURIER, MCCARTHY & CO.

The Opposition to the present Government is certainly a singular combination. Who, two or three years ago, would imagine that the Hon. Wilfred Laurier and Dalton McCarthy would ever be in close alliance to accomplish a political purpose? Mr. Laurier was a typical French Canadian who was continually reminding his audiences that he was proud of his origin, and Dalton McCarthy was the open and avowed enemy of French ascendancy, the French language and in fact everything that was French. Mr. McCarthy's philippic against the French were coarse, bitter and most unjust. His sneers and sarcasms against the race to which Mr. Laurier belongs were not pleasant for even a fair-minded Englishman to hear. What must they have been to a Frenchman who was loyal to his race? Mr. McCarthy, too, was not very long ago among the bitterest enemies of the Liberals to be found in the Conservative ranks. His contempt for them was unmeasured, and it found frequent expression. Mr. McCarthy now finds he has use for a Frenchman, and Mr. Laurier is evidently more than willing to be used. It may be that Mr. Laurier believes that he can make of Mr. McCarthy an instrument to accomplish his ends. So with the view that each can use the other to further his political designs they have formed a political alliance; and they, it appears, have taken into the queer firm Mr. Edward Farrer, the annexationist missionary and intriguer. Laurier, McCarthy and Farrer & Co. make as singular a combination as was ever thrown together by the agencies of faction. The zealous champion of the French-Canadian race, the acrid and often Francophobic, and the sly annexationist schemer, can surely have very little in common. It seems to be in the nature of things impossible that they can have any regard, esteem or respect for each other. What is the bond that unites them, and how can each use the others to attain the object of his ambition? The common enemy is evidently the present loyal Conservative Government. They are bound to use all possible means to effect its destruction. And afterwards, what? Does each expect to out-general and over-reach the other? Does Mr. Laurier, if he by any chance can be returned with a majority at his back, hope to cast McCarthy and his following adrift? Does Mr. McCarthy, by some unforeseen combination, expect to be the first minister of a government in which there will not be a single Frenchman? Does Farrer imagine that, in the contention and confusion that the election to the House of Commons of discordant and impractical factions will cause, he will be able to prevail upon faint-hearted, peace-loving Canadians to fly for refuge into the arms of the United States? It seems to us that success would be the very greatest misfortune that could befall the conspirators. They are scheming to create confusion, but there any reasonable expectation that order will come out of the chaos which they are doing their best to bring about?

There is an easy and an effective way to foil the unpatriotic plotters, and that is for the true Conservatives of the country to stand shoulder to shoulder and return the present Government with a good working majority. This Government would keep the country in the path of progress, in which it has already advanced so far, and give it, under Providence, peace and prosperity.

FAITH IN THEIR CAUSE.

The new French Canadian Ministers are showing that they have faith in the cause they have espoused and in the Government they have joined. They have not chosen sure Conservative constituencies but they are contesting counties which have returned Liberals and are believed to be still strongly Liberal. Mr. Angers has resigned his seat in the Senate and has become a candidate for election in Quebec Centre, which was represented in the last Parliament by a Liberal, Mr. F. C. Langelier. Mr. Desjardins has also resigned his seat in the Senate and has taken the field in Richelieu, which was represented in the last Parliament by Mr. Brunet, a Liberal. Mr. Taitton, who, before accepting a seat in Sir Charles Tupper's Cabinet, was Premier of Quebec, has gone to

Chambly and Vercheres to oppose Mr. Geoffrion, one of the ablest and most popular of the Liberals of the Province. Vercheres has been for many years Liberal, being represented by Mr. Geoffrion's brother, who was a member of Mr. Mackenzie's Government.

A CALLOW CANDIDATE.

At the Liberal meeting held in Nanaimo on Saturday evening, the Liberal candidate, Mr. McInnes, made a long, a very long, speech. It is evident that he estimates a speech by the number of words it contains, for his Nanaimo deliverance could well be cut down eighty per cent. and still contain twenty per cent. more information that is useful and reliable than he gave his audience on that evening.

In the first place the greater part of the speaker's time was occupied in discussing the Manitoba school question. If Mr. McInnes had told his hearers what is now undeniable, that the differences between the two parties now on this question are so few and so small as to be hardly worth discussing, he would have saved his hearers what must have been an infliction not very easy to bear. For instance Mr. McInnes occupied a considerable proportion of his time in describing the condition of the Manitoba separate schools previous to the act of 1890, which abolished them. Now, if he had been honest with his hearers he would have told them, whether they were good or bad, established on a sound or an unsound principle, Mr. Laurier, his acknowledged leader, has emphatically pledged himself if he ever gets into power to restore to the Catholic minority of Manitoba the schools of which they have been deprived. The pledge was publicly given in the city of Montreal and elsewhere. He afterwards at St. Roch's described how they are to be restored, viz: by negotiation and conciliatory means, if possible, and if these means fail by putting in force the sections of the Manitoba Act for that purpose made and provided.

Mr. McInnes talked quite a while about the negotiations entered into between the representatives of the Dominion Government and those of the people of Manitoba previous to Confederation. This, as he knows well, was nothing more than padding to swell out his speech. The result of those negotiations is the compact entered into between the contracting parties; and this, and not any preliminary talk, is what those who discuss the question intelligently have to look to and to take as authoritative.

The same is to be said about the four bills of rights about which Mr. McInnes makes such a fuss. Neither the first nor the fourth bill of rights has anything new to do with the question; and we have the authority of the Hon. David Mills for characterizing the callow candidate's argument as "preposterous."

"No line of argument," says the Liberal authority, "could be well more preposterous; one might as well argue that nothing contained in the treaty would be regarded as part of the treaty unless it was disclosed in the diplomatic correspondence which preceded the negotiations. No matter which way we decide the question in relation to the genuineness of bill of rights No. 4, it does not in any way affect the interpretation of the section, which is all that we can authoritatively look to."

Mr. McInnes denounced the Remedial Bill in as strong language as he could command, but what does he expect to gain by his denunciation when his own leader, the Hon. Wilfred Laurier, has acknowledged the principle on which it is based as sound. The principal fault which he and many of his supporters have to find with it is that it is not coercive enough. He condemned the bill as half-hearted; and one of the ablest supporters he has—an eminent Quebec lawyer—only the other day said that should constitution fail in securing a redress of the grievance of the Manitoba minority "he would insist on a remedial law drawn on the lines of the judgment of the Privy Council. He gave his opinion as a lawyer of thirty years' experience in active practice that the bill presented was inefficient and afforded no redress to the Catholic minority of Manitoba." The man who gave this pledge and who expressed this opinion was Mr. Geoffrion, candidate for the representation of the constituency of Chambly-Vercheres. With such legal authorities against him as Hon. David Mills, Mr. Geoffrion and the members of the Judicial Committee of the Privy Council, the people will know what weight to attach to Mr. McInnes' opinion on points of constitutional and remedial law.

The Liberal candidate for the representation of the Vancouver District in his much padded speech had not one word to say about the trade question. This is really the most important issue before the people. All the talk about a very large proportion of the people of the Dominion. It has no direct bearing on their affairs. But the trade question is one that affects every man's business to a greater or less extent. It will matter little practically to the farmers of the Manitoba school question is settled, but they will all suffer seriously if the free trade policy of the Grits is put in operation. If the farmers of Wash-

ington, Oregon and California are allowed to flood the British Columbia market with farm products which they have to sell for a song at home, how are the ranchers and stock-raisers of Vancouver District to live?

No doubt the Grit candidate and his canvassers will tell the electors with every appearance of sincerity that if Sir Richard Cartwright is entrusted with the revision of the tariff, he will leave the duties on live stock, meats, dairy produce, fruits, grain and potatoes as they are. He will do nothing of the kind. He and the men who will be his colleagues in the Government are pledged to free trade up to the hilt. They have not left themselves the smallest loophole to creep out by. They must inaugurate a policy of free trade or be branded as liars and covenant breakers. This is one of the planks of the Liberal party adopted by the Ottawa Convention:

"We denounce the principle of protection as radically unsound and unjust to the masses of the people, and we declare our conviction that any tariff changes based on that principle must fail to afford any substantial relief from the burdens under which the country labors."

Sir Richard Cartwright almost as often as he has spoken on the question has denounced protection in any form as robbery, and Mr. Laurier has, time and again, declared that free trade—English free trade—is his ideal. When the Grit candidates and canvassers try to convince the people that the Liberals, if elevated to power, will not meddle with the tariff, will not deprive farmers and others of the protection they enjoy, they are deliberately deceiving those who hear them. The Liberal party is a free trade party, and its members are proud to call themselves when they can do it without losing votes. It is only when they want to gain the votes of protectionists that they keep their free trade policy out of sight.

This is what Mr. McInnes did on Saturday. He talked and talked about the school question, with which those who heard him have little or no concern; and he was silent on the trade question, which is of great importance to every farmer, every miner and every manufacturer in the Province. The electors of the Vancouver District are not to be gulled by such transparent trickery as this. They will, when they come to think the matter over, see that the trade question and not the school question is the real issue before the country in the present election.

WINNIPEG WIRINGS.

WINNIPEG, June 3.—(Special)—George Gunn, a young man from Lanark, Ont., has been arrested here for raising a \$1 bill to \$10 and endeavoring to pass it.

Sir Charles Rivers, president of the Grand Trunk, is expected here to-morrow en route to the Pacific coast. The thirteenth session of the Manitoba and Northwest Methodist conference began in Grace church this morning, Rev. D. Carman, of Toronto, presiding at the ministerial session.

Secretary Heubach, of the Western Canada Immigration Association, has received a cheque for \$1,000 from the department at Ottawa to assist in carrying out the work of the association.

John A. Moore, formerly a leading merchant here, died suddenly at Coeur d'Alene, Idaho.

A building owned by Miss Payne, of Australia, was destroyed here last night; loss, \$1,500; insured for \$750 in the Guardian. The Queen's hotel was also damaged.

Goldwin Smith's Disloyalty. Toronto, June 3.—David Beam publishes in a morning paper an open letter to the Toronto University Senate, protesting against the proposed conferment of the honorary degree of LL.D. on Goldwin Smith. The latter's alleged disloyalty to Canada is the ground of objection.

At the annual examinations for entrance to the high schools, recently held in Victoria, Vancouver, New Westminster and Kamloops, there were in all 307 candidates, 117 of whom wrote in this city, this number being largely in excess of any previous year's record. All the papers are marked by members of the education department, and the results will be made known at the closing examinations held in the last of the month mentioned cities. Competitive examinations have also been held in each of the high schools, and eighteen pupils in this city underwent the test.

A young bicyclist voluntarily played "leap frog" over a lady and her wheel at Beacon Hill last evening. The female wheeler, with the usual coyness of her sex when closely followed, turned as she thought out of the way, but as a matter of fact turned right into a brand new Victor ridden by a local athlete close behind. The resulting spill, although picturesque in its details, fortunately resulted in nothing more than much dust and ruffled dignity to both parties.

Messrs T. N. Hibben & Co. have purchased the stock of C. Braund & Co.

"I Took One-Half Bottle of South American Rheumatic Cure and Obtained Perfect Relief."—This Remedy Gives Relief in a Few Hours and Usually Cures in One to Three Days.

J. H. Garrett, a prominent politician of Liverpool, N.S., makes, for the benefit of the public, the following statement: "I was greatly troubled with rheumatic pains for a number of years. On several occasions I could not walk, nor even put my feet to the ground. I was unable to do any local physicals, but my suffering continued. At last I was prevailed upon to try South American Rheumatic Cure. I obtained perfect relief before I had taken half a bottle of the remedy, and to-day remain cured. Sold by Dean & Hiscocks and Hall & Co."

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

BBB FOR THE BLOOD
B. B. B. Turns Bad Blood Into Rich Red Blood.
FOR THE BLOOD

In Spring Time get Pure Blood by using B.B.B.
No other remedy possesses such perfect cleansing, healing and purifying properties as Burdock Blood Bitters. It not only cleanses internally, but it heals, when applied externally, all sores, ulcers, abscesses, scrofulous sores, blotches, eruptions, etc., leaving the skin clean and pure as a babe's. Taken internally it removes all morbid effete or waste matter from the system, and thoroughly regulates all the organs of the body, restoring the stomach, liver, bowels and blood to healthy action. In this way the sick become well, the weak strong, and those who have that tired, worn out feeling receive new vigor, and buoyant health and spirits, so that they feel like work. If your appetite is poor, your energy gone, your ambition lost, B.B.B. will restore you to the full enjoyment of happy vigorous life.

PROFESSIONAL BALL.

Victoria Beats Portland by Fourteen to Eight—The Local Team's Prospects Excellent.

Saturday's Races—List of Entries—Cricket—The Royal Arthur and Barracks Teams.

PORTLAND, June 2.—(Special)—Darby pitched a great game, the only Gladiator who was able to find his downhorns being McCarthy, who made two singles and two doubles. Fenimore was all but batted out of the box. Glenavlin talked back to March in the fifth inning and was ordered to the fence bench, where he sulked the rest of the afternoon. Score: Victoria, 14; Portland, 8. The Seattle P. J. speaks of the last game with Victoria as follows: "The simple story is that Victoria outplayed Seattle at every point. How much in contrast with the work of the home team was the brilliant fielding of the visitors! Three double plays were made by the victors, each one of which was a marvel of quick fielding. Babbit at short accepted nine chances without an error, and so brilliant was his work at times that the crowd cheered him as if he were a Seattle player. Compare Klop's record at third with that of Ireland. There was, however, no comparison at all. Special mention should be made of the first base play of Whaling. He was given an error, but there was not a player on the field or a man in the crowd that did not say in his heart, "bravo for the big fellow!" for the effort he made to recover himself. He ran after a hit near first, juggled it and then tried to get to first, going even to the extent of crawling on his stomach in a vain effort to get one finger on the base ahead of the runner. Four times out of five at the bat he hit safely. If there ever was a ball player who has won his popularity in Seattle, it is Victoria's first baseman, Jack Fanning pitched a much better game than Van Giesen and assisted his team to victory with a clean home run over the left field fence.

THE GAME ABROAD.

At Toronto—Toronto 6, Buffalo 5.
At Rochester—Rochester 4, Syracuse 2.
At Scranton—Scranton 6, Wilkesbarre 22.
At Springfield—Springfield 7, Providence 13.
At Baltimore—Baltimore 10, Pittsburgh 8.
At Washington—Washington 4, Cleveland 6.
At New York—Chicago 5, New York 8.
At Boston—Louisville 10, Boston 3.
At Brooklyn—Brooklyn 2, St. Louis 1.
At Philadelphia—Philadelphia 3, Cincinnati 14.

THE TURF.

With good weather, a fast track and large fields of horses contesting in each event, next Saturday's races should be the best ever seen on a Victoria track, and if the management succeed in bringing off the different events with a little delay between each as at the May meetings, the public will have nothing but praise to bestow on the day's sport. In the half-mile and repeat race, both Elsie and Limey Long have benefited in a wonderful degree by their work during the past three weeks, and that undersized but wonderfully compact little colt, Carlo Bianco, has such a turn of speed that he is very liable to make his more experienced opponents break the track half-mile record before they finish in front of him. Whatever wins, it will be one of the finest races of the season, and lovers of the sport will probably be well satisfied with the judges' verdict will probably be "Heads apart." In the five-eighths dash three entries that have not previously appeared on a Victoria track will sport silk for the first time, and as each of them has a great private reputation, Rainbow, Riley and Socks, may meet with a Waterloo. In the polo pony races the altered conditions suppose each and every candidate to have an equal chance, and the spectators on these events will probably remind race-goers of the good times five years ago. The Whip and Sweepstakes, over three-quarters of a mile, is run in accord with the conditions that govern the most fashionable event run on the English turf, and as the holder of it is open to be challenged by any member of the enclosure who desires to race for the trophy, it will be the cause of many a great race during the next few years, and some day perchance it may be contested for by a descendant of the great Ormonde. The races will be run promptly on time and the following is the programme:

ROYAL ARTHUR.
The above match on Saturday last on the Canteen grounds resulted after a very evenly contested game in a victory for the Barracks. Scores:
ROYAL ARTHUR.
Lashley, h w, b Capt. Barnes, 2
Mr. Patch, b Barraclough, 2
Mr. Wigram, b Barraclough, 2
Lieut. Walter, R.N., b Barraclough, 2
Lieut. Ommaney, R.M.L.I., c Strong, b Capt. Barnes, 2
Lieut. Davey, R.N., c Cannon, b Barraclough, 2
Capt. Mogridge, R.N., b Capt. Barnes, 2
Lieut. Hon. V. Stanley, c Glover, b Capt. Barnes, 2
Dr. Brown, b Barraclough, 2
Capt. Finnis, R.N., b Capt. Barnes, 2
P. O. Lawrence, c Glover, b Capt. Barnes, 2
Byes, etc., 2
Total, 112

TORONTO, June 2.—William Reading, of Drew, was thrown out of his carriage while driving to church on Sunday, and died of his injuries.

Having purchased the entire stock of Messrs. C. Braund & Co. at a price that enables us to offer the same at greatly reduced rates for cash, and in order to reduce the same and thereby save the removal to our present premises, we will offer, during the next Fifteen Days, from 25 to 50 per cent. off marked price.
T. N. HIBBEN & CO.

M. G. Drummond's b.m. Molly (a).
SECOND RACE.
Plate, \$30; five-eighths of a mile; all ages.
G. A. Kirk's s.g. Socks (4).
D. M. Eberts' b.g. Riley (4).
J. Byrn's ch.g. Roxie (a).
J. D. Pemberton's ch.g. Rainbow (5).
B. J. Perry's s.m. Messina (3).
G. E. Fowell's s.g. Johnny Dougan (3).
Purse \$100; half m. ages.
G. Byrnes' ch. m. J. W. Hall (a).
F. Penne's ch. b. W. Field's b. c. J. H. Rogers' bk. c. Satan (a).
M. G. Drummond's b. m. Molly (a).
T. E. Pooley's b. g. Diavolo (5).
B. J. Perry's r.g. Don R. (a).
F. B. Ward's bk. m. Mollie (a).

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Break Up a Cold in Time BY USING PNYN-PECTORAL
The Quick Cure for COUGHS, COLDS, HOARSENESS, etc.
Mrs. JOSEPH NORWICK, of Toronto, writes: "Pny-Pectoral has never failed to cure my children of cough after a few doses. It is a most refreshing and healthful cough medicine. Several other remedies had failed. It has also proved an excellent cough cure for my family. I prefer it to any other medicine for cough, croup or hoarseness."
H. O. BARBER, of Little Rock, N.D., writes: "As a cure for cough Pny-Pectoral is the best selling medicine I have used. My customers will have no doubt."
Large Bottle, 25 Cts.
DAVIS & LAWRENCE CO., LTD., PROPRIETORS, MONTREAL.

DOMINION
The Liberal, Patron
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Proof That Premier
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and Hall & Co.

DOMINION POLITICS.

The Liberal, Patron and McCarthyite Conspiracy - Laurier's Hollow Pretensions.

Proof That Premier Greenway Is Playing Into the Hands of the Opposition.

TORONTO, June 2.—The Globe refers editorially to the statement that the Liberals, Patrons and McCarthyites are working together for the destruction of the Tupper government, and practically admits that it is true.

Mr. B. Osler will probably be an independent candidate in Haldimand against Hon. Mr. McTaggart.

Hon. Oliver Mowat made his first speech in the Dominion campaign at South Victoria, where he is assisting Melhuigh, the Catholic candidate.

Mr. Baird, the second Liberal candidate in Chateaugay, whom the Liberals are moving heaven and earth to induce to retire as they realize that the old Liberal stronghold will be captured by the Conservative candidate, Mr. Le Cavalier.

WINNIPEG WIRINGS. WINNIPEG, June 2.—(Special.)—Speaking to-day of the acreage of wheat under crop in the Territories and Manitoba, General Superintendent Whyte, of the Canadian Pacific, said that the area was surprisingly large considering the backward season.

TORONTO TOPICS. TORONTO, June 2.—(Special.)—The annual commemoration of the battle of Ridgeway was celebrated by the veterans of 1866.

HEART FLUTTERING AND SMOOTHING SPELLS. Quickly and Permanently Banished by Dr. Agnew's Cure for Heart.

Up a Cold in Time by USING WYCK PECTORAL. A Cure for COUGHS, BRONCHITIS, HOARSENESS, etc.

THE LATEST ROORBACH

A Grit Election Whose Hollow Has Discredited It With Party Sympathizers.

The "Quadra" to Watch American Sealers Illegally Shipping Indian Hunters.

From Our Own Correspondent. OTTAWA, June 2.—Sir Charles Tupper's friends in New Brunswick say there is no necessity for him to visit that province.

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THE CABLE CONFERENCE

Representatives of Canada, New Zealand and Australia Meet in London This Week.

Earl Selbourne Will Probably Be Invited to Preside Over the Deliberations.

LONDON, June 2.—The Pacific Cable conference, at which representatives of Canada, New Zealand and Australia will be present, assembles in London this week.

The Ottawa conference later adopted a resolution requesting the Canadian government to take the necessary steps to promote the construction of a cable, and the Canadian government called for tenders for the laying of the cable.

When the C.P.N. steamer Danube, Capt. Meyer, which arrived in port last night, left the Skeena the strike declared by the fishermen on the river over a month ago was still on.

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A ROYAL DERBY RACE.

The Prince of Wales Wins the Blue Ribbon of the English Turf.

A Very Fast Run—The Result Received With the Greatest Enthusiasm.

LONDON, June 3.—Derby day at Epsom opened to-day in brilliant weather and with great crowds of people present.

The Prince of Wales arrived just before the first race and greeted with much enthusiasm. His Royal Highness' party included his daughters, Princesses Victoria and Maud, the Duke and Duchess of York-Coburg and Gotha, five lords, Senator T. R. McInnes with a conference of the postmasters general of the Australian colonies, held at Sydney, adopted a resolution during their visit to Britain, Australia and Canada should each pay one-third of the cost of the Pacific cable.

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TO THE ELECTORS

MANICOUER DISTRICT.

GENTLEMEN—The Dominion Elections are at hand, and it will be your privilege and duty to elect a member to represent you in the House of Commons.

I have the honor to be chosen by a large portion of the electors from all parts of the district, to become a candidate for the office that must be filled.

The most important subject before the public at the present time I think is the Tariff question. In reviewing the Budget Speech of the Finance Minister, we find that the Liberal Conservatives were returned to power with a large majority in 1878, and the fiscal policy of the party was the cause of that change.

And set on the other hand we hear them crying from one end of the country to the other, the policy of the Liberal Conservatives in protecting our natural industries is giving the manufacturers all the benefits—that they are the only ones reaping the rich harvest.

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THE TRIUMPH OF LOVE!

A Happy, Fruitful MARRIAGE!

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ERIE MEDICAL CO., Buffalo, N.Y.

DR. J. COLLIS BROWNE'S CHLOROZYNE.

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OFFICIAL RETURNS.

This Year's Sealing on the Coast an Improvement on Last Year.

Catches Officially Reported at the Customs—Poor Luck of Indian Vessels.

The present is the holiday or off season with the sealers who during the fore part of the year hunted on the coasts of Washington and British Columbia.

The total number of books issued from the Victoria free library during the month of May was 918 to gentlemen.

Rev. W. Robinson, M.A., organizing secretary of the Society for the Propagation of Christian Knowledge is a visitor to Victoria, and will give an address on the work of the society in the cathedral school-room this evening at 8 o'clock.

As will be noticed in our advertising columns, the old established business of Langley & Co. will in future be carried on by Messrs. N. T. M. and W. Henderson.

Table with columns: Vessel, Master, Catch. Lists various fishing vessels and their catches.

Total, including Indian catches, 9853. Many of the captains attribute poor luck to the obstinacy of their Indian crew who on occasions would not work, and were very disagreeable.

PROTESTANT ORPHANS' HOME.

The regular monthly meeting of the lady managers of the B. C. Protestant Orphanage was held yesterday afternoon at the home on Hillside avenue.

The request for sundry articles of wearing apparel for both boys and girls was referred to the committee of the month.

The monthly bills for the current expenses of the institution were passed to the finance committee for payment if found correct, and the meeting adjourned.

Stub's Vegetable Blood Purifier—at all druggists.

THE CITY.

The Full court yesterday morning assembled, but no cases, the sitting being adjourned until the first Monday in July.

The inland revenue returns of the port of Victoria for the month just ended are as follows: Spirits, \$6,861.25; malt, \$1,799.49; tobacco, \$2,921.76; cigars, \$17.90; metrylated spirits, \$80.53; 364 specimens of petroleum, \$5; total, \$12,385.92.

The last meeting of the Colfax Rebekah lodge being unceremoniously called to a close on account of losing one of the members by the bridge accident.

Richard Stas, a Mexican seaman on board the Chilean bark, Helmet, was loading in port, disobeyed orders yesterday morning and in the trouble that followed stabbed the boatswain, Antonio Silvar, in the arm.

Since the Point Ellice bridge disaster the entries of deaths have followed rapidly on one another in the registry office, making an otherwise light statistical month materially heavy.

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A SWASH yesterday brought into the provincial police office a paper which he had found in a bottle floating in the Strait of Juan de Fuca.

DEPUTY SUPREME COMMANDER OF THE K.O.T.M. Krienke, last evening installed the following officers of Victoria: T. M. Deacon; master-at-arms, Louis Russell; first master of the guards, Frederick Warren; second master of the guards, George Warren; sentinel, J. A. McSweeney; pastor, Thos. Lanigan.

H.M.S. Icarus arrived in Esquimalt on Sunday morning after a long but pleasant trip from England.

The Mineral Hill Gold Mining Company of Alberta has been formed during the last few weeks to prospect and develop five promising claims north of the Alberni Consolidated.

THE BRIDGE INQUIRY.

to be like the falling of a tree; then sharp and followed by the right timbers struck the car before it reached the water.

Survivors Still Telling in the Witness Box of Their Marvellous Escapes.

Examination of Deputy Commissioner of Lands and Works Occupies Most of Afternoon.

The inquest into the Point Ellice bridge disaster was resumed Monday, a great deal of evidence being heard not only from survivors, but from Mr. George, deputy commissioner of lands and works, in regard to the bridge structure itself.

The first witness was Isabel Reed, of Douglas street, who was standing on the car rear steps, but knew nothing till she was in the water.

Thomas Gilligan, 70 Johnson street, was inside the car, opposite the second window from the front; the car seemed first to fall as if the front axle broke, in a moment the car broke in two, and the front end fell into the water.

W. S. Gore, deputy commissioner of lands and works, stated that the bridge was built in 1885, during his term of office; it was under contract with the provincial government, he produced the original contract and copies of the plans, the contract was dated June 1, 1885, the bridge cost \$11,827; plans, specifications, strain sheets and contract were put in evidence.

Mr. E. V. Bodwell, who with Mr. A. McPhillips is counsel for the tramway company, remarked that in an inquest the jury should be satisfied that the bridge was safe and sound at the time it was struck.

Mr. Cassidy, who is assisting Mr. Smith for the provincial government, remarked that though it was not the province of the jury to fix the liability, the inquiry was to find out who was responsible, lay the blame on any persons who could be found responsible.

Mr. W. J. Crull, who was in the car when the accident occurred, noticed nothing till the car was in the water, he was holding his little boy by the hand and the people seemed to be crushed in together; he supposed that the car was in the water before he was struck.

F. M. Yorke, stevedore, went to the wreck soon after the accident occurred on Tuesday; the Esquimalt end lay about 30 feet from the pier, and about three feet to the Gorge side of the track; still closer to the pier there was a buggy and a dead horse; he had been employed by the city to remove the debris and this had been done; the whole of the iron wreckage was piled in the water close to the right side of the bridge.

Mr. Deacon, who was on the rear platform of the car, stated that the car broke once as if it had gone off the track and the rear end appeared to go down through the floor beams; then he found himself in the water.

Henry Piaggio was standing on the front platform of the car when it broke in two; he was on the rear platform of the car, and he was in the water.

D. Strachan was on the lower step of the rear platform of the car when it broke in two; he heard a crash beneath the centre of the car; he jumped off and ran along the platform and just behind the water set up; in a few feet of the end of the span the flooring raised up in front of him and he fell down into the water; it was an up-hill run all the way from the car; he was pulled 15 feet from the car when he fell completely through, and the sway rods

were not released. He remembered when the Amblion was being repaired that a very heavy weight was hauled over the bridge, how heavy he did not recollect; he had seen the bridge broken in two places, but he did not know how it was broken.

Robert Dalby was on the lower right hand step of the rear platform; he noticed two bumps as if the car just struck, then he found himself in the water.

J. B. McKilligan, manager of the Victoria branch of the Consolidated Railway Co., stated that on June 4, 1895, he was appointed with Henry Croft joint receiver and manager of the city tramway company, and afterwards was appointed by the board of bond-holders as receiver and manager from January 8, 1895, until his present appointment on May 1 last; his duties were chiefly financial and general.

Mr. C. Cheney, the superintendent, attending to the operation of the road, but consulting with the engineers of the general public; Mr. Cheney became superintendent on May 1; the superintendent had the operation of the car; he had never been consulted as to what cars should run on certain routes since he had been manager no question directly or indirectly had arisen as to the capacity of the bridge for carrying traffic; the witness handed in a book of the rules furnished to each employee of the company; he knew of no special inspection being made by the company; no any special instruction to the superintendent as to bridge-pointments on May 1 last; his duties, however, as to exercising supervision in approaching bridges and warning people against leaning over too far in crossing; he did not know of any guarantee as to the carrying capacity of cars; the company was incorporated in 1887, the officers were Messrs. J. B. McKilligan, president, Mr. R. M. Home-Barnard, vice-president; those were the only ones who knew of the notice of caution to passengers which was issued in 1895; cars were handed in by witness; the notice, among other things, prohibited riding on the rear platform of street cars, and being on the front platform at passengers' own risk.

Just before the noon recess on Tuesday of the Point Ellice bridge accident inquest a short discussion arose as to the order in which the evidence should be taken.

The coroner was of the opinion that as the evidence of the eye-witnesses was far as available he heard, it would be better to take first the expert testimony as to the bridge, so as to find out if possible just what caused the accident, before examining the city and tramway people.

On the other hand, the foreman of the jury believed that the other witnesses for the tramway and city should first be heard, as the jury should be in a position to say who were responsible.

Mr. W. J. Crull, who with Mr. C. DuBois Mason represented the city, remarked that the fastening of the responsibility for the care of the bridge was a question of law, and therefore could not be argued by counsel before the coroner's jury; the mere fact, for example, of the city having required the bridge not being provided with the wire liable for the maintenance of the structure. This, however, was a question of law.

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Mr. C. Cheney, the superintendent, attending to the operation of the road, but consulting with the engineers of the general public; Mr. Cheney became superintendent on May 1; the superintendent had the operation of the car; he had never been consulted as to what cars should run on certain routes since he had been manager no question directly or indirectly had arisen as to the capacity of the bridge for carrying traffic; the witness handed in a book of the rules furnished to each employee of the company; he knew of no special inspection being made by the company; no any special instruction to the superintendent as to bridge-pointments on May 1 last; his duties, however, as to exercising supervision in approaching bridges and warning people against leaning over too far in crossing; he did not know of any guarantee as to the carrying capacity of cars; the company was incorporated in 1887, the officers were Messrs. J. B. McKilligan, president, Mr. R. M. Home-Barnard, vice-president; those were the only ones who knew of the notice of caution to passengers which was issued in 1895; cars were handed in by witness; the notice, among other things, prohibited riding on the rear platform of street cars, and being on the front platform at passengers' own risk.

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On the other hand, the foreman of the jury believed that the other witnesses for the tramway and city should first be heard, as the jury should be in a position to say who were responsible.

Mr. W. J. Crull, who with Mr. C. DuBois Mason represented the city, remarked that the fastening of the responsibility for the care of the bridge was a question of law, and therefore could not be argued by counsel before the coroner's jury; the mere fact, for example, of the city having required the bridge not being provided with the wire liable for the maintenance of the structure. This, however, was a question of law.

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Mr. W. J. Crull, who was in the car when the accident occurred, noticed nothing till the car was in the water, he was holding his little boy by the hand and the people seemed to be crushed in together; he supposed that the car was in the water before he was struck.

F. M. Yorke, stevedore, went to the wreck soon after the accident occurred on Tuesday; the Esquimalt end lay about 30 feet from the pier, and about three feet to the Gorge side of the track; still closer to the pier there was a buggy and a dead horse; he had been employed by the city to remove the debris and this had been done; the whole of the iron wreckage was piled in the water close to the right side of the bridge.

Mr. Deacon, who was on the rear platform of the car, stated that the car broke once as if it had gone off the track and the rear end appeared to go down through the floor beams; then he found himself in the water.

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D. Strachan was on the lower step of the rear platform of the car when it broke in two; he heard a crash beneath the centre of the car; he jumped off and ran along the platform and just behind the water set up; in a few feet of the end of the span the flooring raised up in front of him and he fell down into the water; it was an up-hill run all the way from the car; he was pulled 15 feet from the car when he fell completely through, and the sway rods

were not released. He remembered when the Amblion was being repaired that a very heavy weight was hauled over the bridge, how heavy he did not recollect; he had seen the bridge broken in two places, but he did not know how it was broken.

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(FROM THE DAILY COLONIST, June 4)

THE BRIDGE INQUIRY. Mayor Beaven and the City Engineer Give Evidence Before the Coroner's Jury.

Broken Span Will Be Laid Out in Position for the Jurymen's Inspection.

Before going on with the examination of witnesses at the bridge inquest yesterday morning the suggestion was made and adopted that the various parts of the broken span should be laid out as nearly as possible in position so that the jury could get an idea of where the various timbers and ironwork were in the structure. This was accordingly ordered by the Coroner.

Mr. E. Hutchings, the witness of the day, said he had been foreman for the tramway company since May 2; his duties were to follow out the superintendent's instructions. He had been examining the reconstruction work since he was appointed; he had the road bed and trestles to look after but not the bridge; he was not acquainted with the breakdown with the weight of passengers. The passengers had been put on them; it was usual on all the roads he worked upon to allow as many people to get on the cars as they could carry. It was not customary for people to hang outside the platforms, but he never remembered seeing rules about it. He had no reason to suspect Point Ellice bridge was not safe; it was part of his duty to see to the safety of the tramway permanently; nothing was said to him about looking after the bridge; he did not know who was looking after the bridge; he had examined the tramway trestles near Esquimaux, but had not looked at the bridge; he had not had time yet since his appointment; it was not a thorough examination as no examination would be thorough without boring the timbers; the outside of timbers may sometimes look sound while the inside is rotten; that is a matter of common knowledge among men in connection with lumber; he could not tell just how long it would take for timber to rot; that depended on the conditions of how the sun or rain got at it; it should be examined every year and a half or two years. In a bridge like the Point Ellice the timber would begin to rot first where the iron rods went through or where it lay on the iron ends; his opinion was that of a practical man not a bridge expert; he was not sure how long it would take for the bridge to become dangerous; the putting of stirrups round the floor beams was better than boring them to put iron through, as the timber would not rot so fast; boring also weakened the timber, and the rotting might go on where it was not visible to the naked eye; he, however, was not a bridge expert and was merely giving his own opinion.

Hedley Chapman was formerly manager of the tramway; he became manager in February of last year; his duties had been to look after the general affairs of the company; everything was directly under him; he had a superintendent under him to whom he gave instructions; Rock Bay bridge had been considered unsafe for the summer traffic and he communicated about March, 1895, with the city council. In consequence of this, Ald. Humphrey and Hall, the street committee, met him at the bridge. As a matter of fact, he had been twenty-fourth of May, 1895, he personally at the power house to see that the car was ready for the bridge. The city council and the tramway company repaired the Rock Bay bridge; the city agreed to pay the labor and lumber; the tramway company were to pay \$100 and to put down T rails instead of the old flat rails. While he was manager he had no particular instructions made of the Point Ellice bridge; there was no limit to the number of passengers carried on the cars; it was impossible to keep count of them; he was not aware of Point Ellice bridge being repaired in any way. He had some talk with Mr. Wilmot in regard to the repairing of Rock Bay bridge; it was the Rock Bay bridge that he considered unsafe—Point Ellice; the \$100 paid by the company was applied to the bridge; the agreement with the city that the company should keep the roadway between their track in repair. When communicating to the city council he believed it was Mr. Wilmot he wrote and the visit of the streets committee was the result. During the summer he also wrote to Mr. Wilmot in regard to the Point Ellice bridge; he had considered Point Ellice bridge needed repair but would have written to the city if he had in the case of Rock Bay bridge; the traffic of the cars over the bridge would to a certain extent contribute to the decay of the bridge; it was because he considered the Rock Bay bridge unsafe for tram traffic that he had communicated with the city and agreed to pay \$100 if the city repaired the bridge.

John Grant testified that he was mayor of the city for the years 1882 to 1891 inclusive; when the tramway got its franchise from the city in 1888 by-law the city limits did not take in Point Ellice bridge; the limits were extended in December 1890; at that time the trams had already been running over the bridge; as a natural consequence of the extension of the city limits, the city assumed control of all the bridges and roads within the city. Generally speaking the control of the bridges was under the streets committee; the city engineer is expected to be the head of all such works; if a complaint went to the city council as to a bridge it would be referred to the streets committee and city engineer jointly either to act or to report to the council as the case might be. The streets committee are expected to see among other things to the safety of bridges and is the channel through which the engineer communicates with the council; if the committee differed with the engineer the matter would be reported to the council; the city engineer in a general way should have a look out for the safety of bridges and ought to see that the bridges were examined at least once a year. The city engineer's duty was to report to the streets committee; the mayor and city council were alone responsible for the public safety in the city of Victoria and no one under them would carry out important works without instructions; he did not know whether Point Ellice bridge was examined when the city limits were extended; he did not remember whether there were stated times for bridge inspections during his term of office.

Mayor Beaven said he was Mayor in 1892, 1893 and during the present year; it was a difficult question to answer off hand as to who had charge of the Point Ellice bridge; the bridge was built by the provincial government, and was then outside the limits; the city limits were extended in 1891; the boundaries were mentioned as including Point Ellice bridge; in 1892 he found that the limits as extended had been wrongly described and a special act was passed remedying this and in defining the limits. Point Ellice bridge was not mentioned. Point Ellice bridge having been built by the government it was still a question of law as to whether it belonged to the government or the city; as it was well understood that the crown never parted with its property unless it was distinctly mentioned. It was, therefore, a really nice point of law as to whether the bridge—the limits had made alterations and repairs to it in 1892 (not in 1893 as mentioned by other witnesses) an accident happened to the

bridge, one of the floor beams being broken; the city engineer found other beams in a dangerous condition and the council authorized their repair; he thought the city engineer rather favored putting in floor beams himself; the city engineer had the bridge at first repaired and then reported to the council that the bridge needed further repairs, which were carried out as already stated. The duties of the streets committee were to take general charge of the roads, streets and bridges; through this committee communications came to the council; the bridges were until lately looked after by the city carpenter; he was under Mr. Wilmot. Mr. Wilson, the street superintendent, was appointed at the beginning of the present month to take the bridges under his care. Witness said he looked to the city engineer for the safety of the bridges; since the accident the improvement of tramway bridges has been regular traffic until an examination was made; the city engineer then reported that James Bay bridge was in a good condition; the annual inspection of the cars were heavily loaded. On this report the city decided to open the James Bay bridge to vehicular traffic but not to trams. He had since then received a letter from the tramway's solicitors saying that the city had no power to prevent the trams operating over James Bay bridge, except if it was unsafe, as the company had by statute a right to pass over it. The city engineer having reported the bridge safe for ordinary tramway traffic the company disputed the right of the city to prevent them running their cars over except the bridge was reported to be unsafe. A report of the city for 1895 showed that Point Ellice bridge had been inspected and found in a good condition; the annual inspection was made no doubt under the instructions of the city engineer; witness' impression of the Point Ellice bridge had been that it was one of the best within the city limits; he had not known that there was any cast iron rule of the city that the bridge should be inspected every year; the city engineer took his instructions from the city council and sometimes from the streets committee; he did not consider it the duty of the committee to examine the bridges; as to whose duty it was, was purely a question of law; there was not to his knowledge any by-law controlling the tramway traffic. Mr. Smith here put in correspondence between the city and government when the city limits were extended in 1891. Part of these was a letter dated February 1891 signed by W. J. Dowler, city clerk, sent to Hon. F. G. Vernon, then commissioner of lands and works, asking that the Mayor and Council present their request that half the expense connected with the work of defining the new city boundary be paid by the provincial government. The council trusts that the government will be pleased to regard this matter favorably and grant its request.

The reply from Mr. W. S. Gore, deputy commissioner of lands and works, stated that the extension of the city limits being exclusively a municipal matter the government did not feel justified in granting the request. On May 9, 1891, Mr. Gore wrote to the city council stating that the legislature had appropriated \$4,000 to be expended on the improvement of trunk roads within the boundaries of the recent extension of the city limits. The letter goes on: "I beg to call attention to the condition of the bridges over the large ravines on the shore and Burnside roads; both structures should be replaced by new ones at an early date."

The inference Mr. Smith wished to draw from these letters was that the city had at the same time as these other bridges. Mayor Beaven, continuing, said that he knew of no by-law defining the duties of the city engineer; the council alone had the power to dismiss the city engineer and his assistants. E. A. Wilmot, city engineer, gave testimony to the effect that he acted under the mayor and council and was directly responsible for the bridge; he had been in the position for four years, and had general supervision of all public works; the superintendent of streets had been in the position for two years; in consequence of this, before that the city carpenter had the inspection of bridges and sidewalks, and reported on them annually. Every year the carpenter inspected the bridges; there were no reports in writing previous to 1895. The carpenter was qualified to inspect the timber of the bridge; witness never bored the bridges himself, but he knew of inspections being made; four years ago Point Ellice bridge was thoroughly inspected by his own knowledge; in December last the city carpenter also inspected the bridge by instructions of witness; these instructions were written. Witness produced a memorandum made by him on Oct. 30 last, instructing the carpenter to examine all the bridges in the city and to report on them. The carpenter reported that the bridge was in good condition; the carpenter told him the floor beams had been examined. The only way to examine the timbers thoroughly would have been to bore them; he did not know if the carpenter had bored the floor beams or not. To inspect the sidewalk should be raised so that the beams might be bored with a small auger near where the iron went through; at what were considered to be the points that required it; the ordinary life of the iron chords would be 40 or 50 years. Witness suspected after the former accident; he had suggested then to the council, on June 15, 1892, that the mine floor beams that required removal be replaced by iron beams as the most durable and cheapest in the long run. (This report was put in evidence.) On July 24, 1892, a report was put in by witness showing how the bridge had been repaired; witness had no reason to suppose after those repairs that the bridge was not strong enough for tramway traffic. The floor beam was broken in 1892 where the iron went through; witness was rotten there; witness at present had no assistant engineer; he had before his present position been employed on railway construction work. From his general knowledge as an engineer there was no apparent reason for him to suppose the bridge was not safe for tramway traffic. He considered that it was an improvement to put stirrups on the floor beams, but he did not consider the beams without stirrups any extraordinary source of weakness; the object of the stirrups was to prevent the water from settling round where the iron went through; he had understood from Cox that the floor beams were bored in 1895, because Cox had reported them sound to him; good Douglas fir without special treatment would continue he believed 10 years in good condition. Nine out of fourteen floor beams were renewed in 1892; he did not consider the kind of floor in the bridge of the best design; no complaint had ever been made to him against the safety of the bridge. Witness was not able to attend to all the details of his various departments, but had to depend on his assistants. He had under him Mr. Wilson, superintendent of streets, sidewalks and bridges; there were also Watson the plumber and sewer inspector, and Mr. Brown, clerk of the works at Beaver lakes; he also an office clerk. Until the beginning of this month Mr. Cox, the city carpenter, looked after the bridges and sidewalks; now Mr. Wilson has these duties added to his street work and Mr. Cox had been dispensed with; it would be more satisfactory to him if he had been appointed by himself instead of by ballot of the council as at present.

Consolidated Railway Company, stated that Mr. McKilligan, manager of the local branch, would take his orders direct from Mr. Beaven. He thought the regulations and rules governing the company; his duties being confined to the financial department only. William Wilson, chairman and chairmen of the streets committee, stated that the communications regarding street works were generally referred to the committee by the council and considered at the committee's meetings; if not entailing a cost of over \$50 the engineer was generally authorized to do the work; to tell the engineer was directed to make the estimate and report to the council. He did not consider it his duty to inspect the bridges. Mr. Wilmot was the head of that department and it was a matter requiring engineering skill and beyond the bridge inspector. Mr. Wilmot's duty was to do it himself. It was expected of Mr. Wilmot to send in a report to the council. For the first time in months no particular instance came under the notice of the committee it was presumed that the work of the department was going on as usual. For the first time in months any officer was not doing his duty he would move for his dismissal; the committee was in a good position to advise that the officer he were doing their duty; he had never heard as to the Point Ellice bridge being unsafe during his term of office. Witness was not able to attend to all the details of his various departments, but had to depend on his assistants. He had under him Mr. Wilson, superintendent of streets, sidewalks and bridges; there were also Watson the plumber and sewer inspector, and Mr. Brown, clerk of the works at Beaver lakes; he also an office clerk. Until the beginning of this month Mr. Cox, the city carpenter, looked after the bridges and sidewalks; now Mr. Wilson has these duties added to his street work and Mr. Cox had been dispensed with; it would be more satisfactory to him if he had been appointed by himself instead of by ballot of the council as at present.

VOICES IN THE PULPIT. Clergymen in the Different Churches Comment on the Ellice Bridge Catastrophe.

Ministerial Resolutions—The Interments of Sunday and the Attendant Ceremonies.

The Point Ellice catastrophe was feelingly referred to on Sunday in the various churches of the city, the sermons all more or less touching on the calamity that had caused such widespread sorrow in the city. Several funerals of victims took place during the day and were very largely attended. At a meeting of the Ministerial Association yesterday the following resolution was passed: "The Ministerial Association of Victoria, at this their first meeting since the disastrous calamity of Tuesday last, desire to give expression and place on record their heartfelt sympathy and condolence with the relatives of citizens and strangers who have been so sorely afflicted, together with the expression of the assurance of their earnest prayers that they may be divinely sustained in this their time of deep sorrow."

REFORMED EPISCOPAL CHURCH. "But this I say, brethren, the time is short," etc., I Cor., chap. vii, v. 29-31. This was the text of Bishop Criddle's sermon Sunday morning at the Reformed Episcopal church. He remarked that in this way the apostle taught us to regard our term of life on earth; how to estimate and weigh our earthly belongings; our relations with our nearest and dearest; our joys and sorrows; our losses and our gains. Life rarely if ever runs its full natural course. The Bishop referring to the sad accident of Tuesday said: "Troubles from time to time have fallen on our province; pestilence has been in our midst; and the dark waters have gone about from door to door as he always does, but nothing like this before; so many in a moment right in our midst going down from brightness and joy to the dark waters never more to take part in the business of life or to share its innocent recreations and mirth. We do well to render special thanks to-day for our own preservation, but it is no selfish joy that fills our hearts. We weep with them that weep. How can we help it? One-half this congregation have cause to commemorate a great deliverance. Why this selection, God only knows. Let us measure our lives in our city. Death is individual repentance but to earnest endeavors to purify our city of its defilements. But you, dear afflicted friends of our own kin, may the Lord abundantly comfort you and enable you to take away the name of the Lord."

ST. BARNABAS CHURCH. "This church, which is situated in that part of the city most heavily visited on Tuesday last, was attended on Sunday last by large congregations. At the morning service the rector (Rev. Belton Haslam) endeavored in his address to give words of comfort to the bereaved and to read to the people reminding them that in the presence of death human philosophy is unable to afford consolation, and that relief is brought to the heart of the mourner by the hope of recognition in eternity. A few words were said as to the danger of fatalism in our religion, attributing to the will of God accidents and deaths which are really due to the culpable negligence of man, who under the guise of this fatalism thus shuffles out of his responsibility and lays it upon God. Extra seating accommodation had to be provided for the evening service by the preacher was the Lord Bishop. His theme was that no chastening seems joyous but grievous and yet that all sorrow has its mission. He assured his hearers of his deep sympathy with them in their bitter affliction, pointing out that their result ought not to be merely one of emotion but that the fact of death coming to each one ought to be kept vividly before the mind and that the reading of the Scriptures should be a warning to the living. He dwelt especially upon the danger of listening to the many stories current as to the cause of the recent disaster, and that the wise course is to withhold judgment until a proper inquiry has been made by a competent tribunal, that all are citizens of Victoria and that the blame lies at the door of all who neglect to see that fit and proper means are taken to prevent such a disaster. He concluded by urging his hearers to live and bear themselves one to another so that it might be said of them as of the Christians of old, "See how these Christians love one another."

After the benediction the large congregation remained standing while the organist (Mr. Raynes) played with great effect the Dead March in Saul, thus fittingly closing a service of a character such as this congregation hopes it may not be called upon to hold again in Victoria. Rev. W. Leslie Clay, of St. Andrew's Presbyterian church, referred tenderly to the accident, choosing as his text for the morning service Exodus xii, v. 20: "There was a great cry, for there was not a house in which there was not one dead." For the evening service the text chosen was Isaiah xvi, v. 9: "When judgments are on the earth the inhabitants of the world will learn righteousness." Rev. D. W. MacRae, of the St. Paul's Presbyterian church, Victoria West; Rev. J. C. Sweet, at St. Andrew's church; Rev. W. D. Barber, at St. James' church; and Rev. P. C. L. Harris, of the Congregational church, also referred to the disaster at considerable length.

SUNDAY'S INTERMENTS. The Last Remains of the Point Ellice Bridge Disaster Laid at Rest.

The funeral of John Grace Leveridge and Pamela, his wife, together with that of little Ethel Priestly, daughter of the latter, took place on Sunday from Hanna's undertaking rooms at 2 p.m., and from St. Barnabas church half an hour later. The coffins carried each by

THE RETAIL MARKETS. Augmented Supplies of Fish and Fruits—Cheaper Butter—The Meat Trade.

No greater improvement is anywhere noticeable in the local markets this week. During the present week or so there is a good supply, as well as considerable variety in stock, and the business in these was a letter dated February 1891 signed by W. J. Dowler, city clerk, sent to Hon. F. G. Vernon, then commissioner of lands and works, asking that the Mayor and Council present their request that half the expense connected with the work of defining the new city boundary be paid by the provincial government. The council trusts that the government will be pleased to regard this matter favorably and grant its request. On May 9, 1891, Mr. Gore wrote to the city council stating that the legislature had appropriated \$4,000 to be expended on the improvement of trunk roads within the boundaries of the recent extension of the city limits. The letter goes on: "I beg to call attention to the condition of the bridges over the large ravines on the shore and Burnside roads; both structures should be replaced by new ones at an early date."

The following are the current retail prices: Flour—Ogilvie's (Hungarian) per bbl \$5.50; Lake of the Woods (Hungarian) 5.75; Victoria XXX 4.50; Lion brand 4.50; Portland roller 5.00; Salem 5.00; Olympia 5.00; Sunnyside 5.25; Premier 5.50; Two Star 5.00; Superfine 4.00; Wheat per ton 35.00; Oats per ton 25.00; Barley per ton 25.00; Middlings per ton 22.00; Bran per ton 18.00; Ground feed per ton 22.00; Corn, whole, per ton 35.00; Corn, cracked, per ton 40.00; Cornmeal, per 10 lbs 35; Oatmeal, per 10 lbs 35; Rolled oats, per lb 50¢; Beans, per lb 50¢; (new) per lb 3; Cabbages, per lb 20¢; Hay, baled, which meter 30¢; Straw, per bale 50¢; Onions, per lb 5¢; Lettuce, three bunches 10¢; Asparagus, per lb 10¢; Rhubarb, per lb 20¢; Eggs, Island, per doz 20; Eggs, Eastern, per doz 18; Butter, fresh, per lb 20¢; Creamery, per lb 25; Dairy, per lb 20; California per square 40; Delta 35; Hams, per lb 14¢; Canadian, 14¢; Boneless, 18¢; Bacon, per lb 14¢; Rolled, 14¢; Long clear 10; Canadian 14¢; Shoulders, per lb 12¢; Lard, per lb 12¢; Golden Cointreau, per lb 12¢; Mergans, per lb 12¢; Sides, per lb 10¢; Veal 10¢; Mutton, per lb 12¢; Pork, fresh, per lb 12¢; Chickens, each 50¢; Pigeons, per brace 25¢; Turkeys, Eastern, per doz 150¢; Geese 150¢; Fruits—Australian apples per box .08; Chilliwack apples, per box .08; Oranges (River) per doz 25¢; Lemons, (California) per doz 25¢; Bananas, per doz 25¢; Strawberries, per doz 20¢; Cherries, per lb 20¢; Gooseberries, per lb 20¢; Apples, per lb 10¢; Smoked Sausages, per lb 10¢; Halibut, per lb 10¢; Cod, per lb 10¢; Flounders, per lb 10¢; Smelts, per lb 10¢; Herrings, per lb 10¢; Shad, per lb 10¢; Rock Cod, per lb 10¢.

The Portland Oregonian announces that a change has been made in the programme of handling Chinese coming to the Pacific coast by the Canadian Pacific line of steamers. Instead of being landed at the nearest point to their destination, they will be held on the Sound and the identification papers will be forwarded by mail to the custom house officials at the points where the Chinese seek admission to the United States. It seems that it has caused without special arrangements for the Chinese passengers at Port Townsend. The collector of that port will forward to the collectors at Astoria, Portland and elsewhere, the certificates which the men seek admission to the United States. The ironclad affidavits will be presented for the signatures of the witnesses. After the certificates and affidavits are signed and sworn to, they will be returned to the Port Townsend collector, and, if the papers are complete, according to law, the lucky applicants will be forwarded to their destination by train.

HALIFAX, June 2.—The British warship Hamble has arrived at Halifax from Bermuda, bringing with it the latest additions to the North American squadron.

THE CITY. The executive of the Municipal Reform Association had a long session yesterday afternoon at which all accounts were passed for payment and several matters of public import were discussed. The association then decided to adjourn until after the elections, feeling that the public interest will be monopolized therewith for some little time to come.

ALD. R. T. WILLIAMS has given notice of a resolution which he will present at the next session of the city council to the following effect: "That the city solicitor be requested to define the law and point out the way to enforce the same, so that the authorities may have notice again of the various matters of the council to have the powder in the magazine at Beacon Hill park removed."

A DAILY passenger service from Victoria to Rossland is now being given by the Northern Pacific railway, in place of the tri-weekly service hitherto prevailing. Passengers leaving here by the Victoria on Monday morning will be landed in Rossland forty hours later. The fare for the single trip has also been reduced to \$24.45, the original rate having been \$31. At the last regular meeting of Court Vancouver, No. 5735, A. O. F., a resolution was passed deploring the loss of life occasioned by the recent Point Ellice bridge disaster. The court deeply sympathizes with those who have been bereft of friends and relatives and trusts the sympathy of the public will be practically evidenced by a liberal contribution for those left destitute by this sad accident.

RESIDENTS of Victoria West who by the collapse of the Point Ellice bridge are deprived of the usual facilities for reaching their homes, the path through the Indian reservation being at present the only avenue to and from the city, would greatly appreciate the establishment of a ferry service of some kind, pending the reconstruction of the fallen bridge. If the Indian reservation enterprise has not already realized that there would be money in such a venture.

HIS HONOR LIUT.-GOVERNOR Dewdney has kindly presented to the B. C. Board of Trade a chart of Victoria harbor and adjacent waters brought down to date, and including the waters by which the new outer wharves are approached. The chart may be seen by anyone desirous of consulting it at the Board of Trade reading room; it is of more than ordinary interest in view of the differences of opinion expressed in regard to the calling of the right angle line of steamers at the new docks.

At the regular meeting of Alexandra Lodge, No. 116, Sons of England, last evening five new members were initiated including the Hon. J. H. Turner and Bro. Noah Shakespeare and A. H. Scaife were also heard from. The auditors' report read showed a membership of 74, and a balance of \$1,354 to the credit of the lodge. Resolutions of condolence with the families of Bro. Wm. Heatherbell and W. J. Sherriff, who were bereaved in the recent bridge disaster, and also with the relatives of the other victims, were passed.

THAT all the gold of British Columbia is not to be found in the Kootenays has been abundantly demonstrated by Mr. Donaldson, the expert prospector who, after a considerable stay in the North in the interest of Captain John Irving and other Victorians, returned to this city by the Danube on Tuesday evening. He made several important discoveries during his absence from civilization, locating among others several especially rich claims at a point on the provincial mainland not more than 300 miles away. From these he brought home heavy specimens that are so full of good ore that they make the eyes of old miners fairly start from their heads. The principal lead has been located at a point not 400 feet from water so deep that the prospecting might safely call for silver, gold, silver and copper found in the fifty-foot vein are so well distributed that the ore will be very easily worked.

A number of the samples of ore brought down by Mr. Donaldson, and they are all large blocks of metal, will be sent to Tacoma for assay.

DAVID THOMPSON, a teamster employed by Hastie & Bannerman, met with an accident yesterday which at first looked quite serious. On the roadway leading to Drake's wharf the horse he was driving attached to a heavy single wagon loaded with feed commenced backing down hill, landing all "promiscuous like" on the rough boulders forming the water-front approach. The horse in some way fell on the driver, but Thompson is not believed to have sustained serious injury.

FRIENDS and acquaintances of the late Mrs. Tornton Fell yesterday accompanied her remains to their last resting place at Ross Bay cemetery, where the interment took place shortly after 3 o'clock. Services were previously conducted at the First Presbyterian church by the pastor, Rev. Dr. Campbell, assisted by Rev. W. Leslie Clay, of St. Andrew's church, Rev. D. MacLachlan, of St. Paul's Victoria West, and Rev. Dr. Wilson, of the Church of Our Lord. There was a very large attendance at both the church and the graveside, while the following acted as pallbearers: Messrs. R. S. Rendell, R. Pottinger, James Flett, W. Clarke, D. Macnaughton and A. Flett. The deceased lady, whose death occurred in California where she had gone in search of restoration to health, leaves a loving husband and family of two especially bereaved by her demise.



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