

# NEWS OF THE CAPITAL.

Victoria Company Bids for Unperformed Contract Just Awarded to Foreign Concern.

Delegate to Washington Sanguine as to Results of Capt. Cox and Sealing Interests.

Orange Grand Lodge Concludes in Harmony With Clarke Wallace Again Master.

Ottawa, June 1.—In the house to-day Sir Charles Tupper read a letter from Hon. E. G. Peck, M.P., stating that the Boston & Alaska Co., with their steamers will not be able to carry out their contract to ship the Yukon military supplies by May 20th. Col. Prior therefore urged that the Canada Development Co., of Victoria, be ready to commence operations by June 9th, be encouraged by the government. The Premier promised to consider the suggestion.

It is stated that Capt. Cox, the Victoria sealing representative, is rather dubious of the outcome of the sealing dispute. Since that question is to be included with all the other controversial subjects, he is afraid the sealers' interests may be sacrificed.

It is reported tonight that Chancellor Boyd may leave the bench to become a member of the McCarthy firm. It is said that B. B. Decker will succeed John Bell as solicitor for the Grand Trunk railway.

Mr. Menk to-day appealed for protection for the silver and gold manufactures. Mr. Fielding would not promise any change this session.

Sir Louis Davies returned to-day from Washington. He said the statement to the house that an agreement had been reached for approval by Great Britain and the States providing for the submission of all questions in dispute to a commission to meet in Quebec at an early date. The announcement brought congratulations from Mr. Foster for which Sir Wilfrid Laurie expressed his thanks.

Sir Louis Davies said that while at Washington he went over these troublesome questions one after the other, discussing them generally, and added: "I am glad to say that the best of dispositions was shown on the part of Messrs. Kasson and Foster, and represented the President in the discussion of all these several questions, and after considerable discussion we came to an agreement which has been referred to the governments of Great Britain and of the United States for final approval. I have no reason to doubt that approval will be given."

Mr. Robertson brought up the copyright question, and Mr. Fisher said the government would introduce legislation on the subject. Mr. Wilfrid Laurie said the passage of the Herschell bill now before parliament would not prevent the adoption of the Hall Gaine agreement.

The Orange Grand Lodge elected its officers to-night. The proceedings to-day were very harmonious, leading members who opposed Mr. Wallace last year being absent. Mr. Wallace and nearly all of last year's officers were re-elected. The Grand Lodge passed a resolution urging ratepayers to bill constitutional means to the re-establishment of separate schools in Manitoba.

DOMINION NEWS NOTES. Gold From Peace River—U.S. Consul for Dawson—Reformatory for Man-slaughter.

J. T. White has arrived at Edmonton from Peace River landing, bringing several splendid samples of gold, both fine and coarse, found on the river. He has three large pieces of gold amalgam, washed from bars near the crossing. The pieces are worth at least \$20 and are said to have been washed out in four days, working only six hours a day and using nothing but a shovel for washing pan.

# THE VICTORIA SEMI-WEEKLY COLONIST THURSDAY JUNE 2 1888.

## THIRTY-FOUR DROWN!

Schooner "Jane Gray" Sinks Off the West Coast With Her Human Cargo.

Survivors Spend Thirty-Six Hours in Open Launch With Little Food or Water.

Schooner Not In-pected Before Leaving Seattle Although Re-fitted for Passengers.

The American whaling schooner Jane Gray, which sailed from Seattle on Thursday, May 19, foundered three days later ninety miles north of Cape Flattery and thirty-four of the sixty-one persons who set sail on her perished. The survivors, twenty-seven in number, arrived here at an early hour yesterday morning on the sealing schooner Favorite, Capt. McLean, which picked them up at Kuyquot, after they had been adrift in an open launch, without water and with very little food, for thirty-six hours. The names of the victims of the disaster as far as known by Capt. Crockett and the survivors are: Eduardo Gara, Italy; Seconda Bissetta, Italy; Wm. Otten, Minnesota; Wm. F. Deterling, Minnesota; F. W. Ginter, Harrisburg, Penn.; Ben E. Supper, Jr., Seattle; Wilbur T. Dorey, Lynnbrook, N.Y.; Rev. Mr. Gaudin, and child, St. Lawrence Island, Alaska; Edward F. Ritter, Poughkeepsie, N.Y.; Horace Palmer, Poughkeepsie, N.Y.; U. S. Hamilton, Illinois; Frank Salsbury; Arnot Johnson; Andrew Cairns, member of crew; John Hawson, member of crew; Leon Arnsprung, member of crew.

## YUKON ROUTE SURVEYS

Approaches Through Yellowhead Pass and From the Coast to Be Sought.

Seventy-Five Thousand Dollars Voted—Yukon Already Paying Its Way.

Ottawa, May 31.—The Commons spent most of the day in supply, discussing canal matters, after which the vote of \$40,000 for Yukon route surveys was taken up. Besides this there was a vote of \$50,000 for a survey from the British Columbia coast to the Stikine. Mr. Blair said the first was for a survey from Edmonton through Yellowhead Pass to the Pacific. There would be three parties, following Peace River and the Nelson to the Liard and westward, but possibly more southward. The lines proposed by the two routes would converge, probably at a point between the Yukon and the Stikine.

## SHORT DESPACHES.

Fatal Explosion—New Mark for Scorcher—Chess Tourney Opening.

By the explosion of a boiler on an engine in the Hoosonic tunnel and Wilmington railway yesterday Zephaniah Douglas, the engineer, and E. Faulkner, the fireman, were killed, and engine was almost completely demolished. A passenger coach was partly wrecked and several persons sustained severe injuries.

The international chess masters' tournament begins at Vienna this morning. The supporters of various nations are in the Philippines have been made a message to the Spanish government complaining that the friars are subject to persecution and assassination through the machinations of secret societies there and in Spain.

At Baltimore, Md., yesterday Henry Smith set a new mark for long distance bicycle riders. In his 24 hour paced race with Robert French ending at 8 o'clock in the evening he covered 499 1/2 miles, and all track records above sixty miles were broken. Smith was off his wheel during the day three hours and eight minutes, making his actual riding time twenty hours and forty-two minutes.

R. A. Bayley, barrister, of London, Ont., will marry to-day the daughter of M. C. Cameron, the new Lieutenant-Governor of the Northwest Territories.

Low George Hamilton, secretary of state for India, is again mentioned in connection with the Governor-Generalship of Canada. The name of the Duke of Devonshire is also mentioned.

Frederick Hall, a cratemaker, living at Burslem, the principal town in the district called the Potteries, in Staffordshire, has murdered his wife and five children with a bill-hook and then committed suicide by cutting his throat. It is supposed that the man suddenly became insane.

## HUNGER IN NEWFOUNDLAND.

Government Sending Steamer With Relief for the Ice Blockaded North Coast.

St. John's, Nfld., June 1.—Owing to the heavy ice floes on the north coast of the island the action has been blocked for weeks past. Vessels laden with provisions have been unable to reach there and the people are almost destitute, having used up all their winter supplies. This condition of things is unprecedented in the history of the colony. The government is sending a sealing steamer to-morrow laden with provisions to supply the needs of the population there.

## LEPROSY IN THE EAST.

Indians Supposed to Have Contracted the Disease on a Minnesota Reserve.

Winnipeg, June 1.—(Special)—The Indian department is inquiring into the nature of the case of serious disease which affects some Canadian Indians in the Rainy Lake country near the Minnesota border. The disease is said to resemble leprosy and it is reported it was brought over by Indians who visited the Minnesota reserve where the disease has gained a considerable foothold. The matter is to be thoroughly investigated.

## OFFICIAL REPORT.

Capt. Crockett, master of the schooner, made the following report to the United States consul: "By this public instrument of protest it is known and made manifest to all persons, that on the 19th day of May, 1888, personally came and appeared before me A. E. Smith, United States consul, Victoria, B.C.; Ezekiel E. Crockett, United States consul, Seattle, Wash.; and I, the undersigned, being duly sworn, and the schooner Jane Gray, of Seattle, Wash., registered tonnage 407 tons or thereabouts, official number and Maty Johnson, her captain, did solemnly declare and state as follows: The American whaling schooner Jane Gray left Seattle at 6 p.m. Thursday, May 19, 1888, on her way to Port Townsend, along with the schooner Moonlight. Encountered light variable winds through the straits of Juan de Fuca and about 4 p.m. Saturday, passed Cape Flattery out into the ocean in a moderate gale of wind when water began to come in through the hawser pipes flooding the lower berths on the starboard side in the house built forward on the upper deck. The ship was turned about, the hawser pipes stopped, the ship continued on her way but the forward cabin on the deck had water over the floor on the starboard side most of Saturday night. That evening the vessel had to under foresail and continued so until 2 a.m. Sunday, May 22, when the mate reported that the vessel was being pumped out, the vessel having been pumped out and reported all right at midnight. I ordered the foresail taken in and the vessel was ordered to proceed on her way but only one surviving that I know of and 27 men were taken in her as follows: Capt. E. E. Crockett; Major E. E. Ingham; Charles Carlson; cook, Charles Olsen; assistant cook, Albert Johnson; and the following passengers: Major E. E. Ingham, Jr.; M. Lessey; Geo. Huntington, C. H. Packard, Jas. E. Blackwell, T. Livingood, Chas. Eichard, Wm. S. Weaver, Geo. E. Boylston, C. J. H. Conroy, J. H. Heller, C. P. Davenport, Ermino Sellary, Seconda Bianchetto, Abele Cerina, Hans Machter, Ben E. Supper, Jr., Seattle, B.C.; Doxey, Lynnbrook, L.I.N.Y.; Rev. Mr. Gamble, wife and child, St. Lawrence Island, Alaska; Edward F. Ritter, Poughkeepsie, N.Y.; Horace Palmer, Lebanon, Ohio; U. S. Hamilton, Ill.; Frank Salsbury, Arnot Johnstone, J. Lindsay, Victor Schmidt, Conrad Schmid, Bard Dunlop, William Millay, Spencer W. Young, Phil C. Little, Andrew Carlson, member of crew; John Hawson, member of crew; Leon Arnsprung, member of crew.

The wreck and terrible loss of life can be credited to the shipping laws of the United States, which do not provide for the inspection of sailing vessels. The Jane Gray was built for the coast of Edouard, and was a small vessel of but 107 tons. She was not well adapted for the purpose for which she was built, but could hardly be said to be unseaworthy. The disaster, despite the changes that were made in her before sailing, a house had been erected on the foredeck for the accommodation of the passengers and the sides not being made tight the water washed in, and was unable to run out, the scupper holes having been stopped up.

This fatal mistake the construction of the house was discovered as soon as the schooner reached the open sea, and those who had had some experience on board realized that there was trouble ahead, but the captain calculated that he could make the voyage to Kotzebue and then return to his destination, and continued northward, after having up the hawser pipe, through which the largest quantity of water was flowing. The water on the Saturday morning after the schooner left Seattle, and just as she had passed Cape Flattery, encountering a moderate gale, that the vessel was put about to allow the hawser to be stopped up. But even this did not keep the lower berths free of water, the lower berths being flooded all day Saturday. That evening the vessel was ordered to under foresail and continued on her way but the forward cabin on the deck had water over the floor on the starboard side most of Saturday night. That evening the vessel had to under foresail and continued so until 2 a.m. Sunday, May 22, when the mate reported that the vessel was being pumped out, the vessel having been pumped out and reported all right at midnight. I ordered the foresail taken in and the vessel was ordered to proceed on her way but only one surviving that I know of and 27 men were taken in her as follows: Capt. E. E. Crockett; Major E. E. Ingham; Charles Carlson; cook, Charles Olsen; assistant cook, Albert Johnson; and the following passengers: Major E. E. Ingham, Jr.; M. Lessey; Geo. Huntington, C. H. Packard, Jas. E. Blackwell, T. Livingood, Chas. Eichard, Wm. S. Weaver, Geo. E. Boylston, C. J. H. Conroy, J. H. Heller, C. P. Davenport, Ermino Sellary, Seconda Bianchetto, Abele Cerina, Hans Machter, Ben E. Supper, Jr., Seattle, B.C.; Doxey, Lynnbrook, L.I.N.Y.; Rev. Mr. Gamble, wife and child, St. Lawrence Island, Alaska; Edward F. Ritter, Poughkeepsie, N.Y.; Horace Palmer, Lebanon, Ohio; U. S. Hamilton, Ill.; Frank Salsbury, Arnot Johnstone, J. Lindsay, Victor Schmidt, Conrad Schmid, Bard Dunlop, William Millay, Spencer W. Young, Phil C. Little, Andrew Carlson, John Hawson, and Leon Arnsprung, the last three being part of the crew, Claudius Brown, Seattle; Mr. Atkins, California; B. D. Ramsay, Kalamazoo, Mich.; Ed. M. Taylor, Fred Taylor and B. S. Spencer, of San Francisco; Mr. Stutzman, Plainville, N. J.; and Mr. Frost, believed to be from the wind and waves about eighty miles north, reaching land at 2 1/2 p.m. Monday, inside of rugged reef, Unifon island on Kuyquot sound, where they camped drying their clothes and sleeping on the ground. At daylight on Tuesday morning an Indian guided the party to the village of Kuyquot, where the sealing schooner Favorite, of Victoria, B.C., Capt. McLean, was found beached, which took the party aboard and set sail for Victoria, landing there at 4 a.m. June 1st, 1888.

(Signed) E. E. CROCKETT, Master of the United States Whaling Schooner Jane Gray. (Signed) JOHN HANSEN, Mate.

## SURVIVOR'S STORY.

Mr. G. H. Pennington, one of the passengers, who survived the wreck, was on the way to Kotzebue sound, with the big outfit, intending to spend a year or two prospecting. According to his statement there was a very limited crew on the schooner, consisting of besides the captain and mate three sea-

men, two cooks and a waiter. From the time the vessel passed Cape Flattery, Mr. Pennington was kept busy helping the sailors. Not being a sailor he would loaded but he did know that the water poured through the bulwarks around the temporary cabin and there were no outlets for it. He did not think the fact of the house being built on the deck could have been the cause of the accident, it being very light and airy.

Most of the passengers had been sick from the time the schooner entered open water and although the cabin was flooded they remained in their bunk until the schooner was on her side and then they left their bunks, few taking time to find any clothes. The launch was on her side, and on her side, and she was the first to be launched. Three or four men got into her at once, and kept her away from the vessel's side. Capt. Crockett called the men to take to the boats but they took no notice of him until the mate and Mr. Pennington jumped into the launch and pushed her out. Then a number of men jumped into the water and were picked up by the launch. The boat was taken alongside several times but few called themselves of the opportunity to save their lives, seemingly thinking there was more safety in remaining in the vessel, failing to realize that she was doomed.

Several of the cooler heads went to the cabin door to assist Mrs. Gamble and crew tried to induce them to come out, but they refused, saying they must have gone down with the schooner. Mrs. Gamble could have been placed in the launch but her husband would not let her, saying she would wet her feet, said Mr. Pennington.

The other passengers, when those in the launch lost sight of the schooner were clinging to the rigging and sailing with the exception of the four or five who were in the other launch. Mr. Pennington thinks the second launch was blown away from the schooner contrary to the view of Capt. Crockett, he is of opinion that the Kanorma drifted a long way from the scene of the wreck before daylight, when they picked up Johnson and Reilly.

Mr. Pennington speaks very highly of the actions of the captain and crew, who kept their heads and were cool during a scene of terrible excitement. Quite a big sea was running, he says, and the vessel was over the schooner as she lay on her side.

WHAT CARLSON SAYS. Seaman Carlson, who was on watch when the schooner commenced to sink and gave the alarm, says the gale was not an ordinary one such as a schooner of the Jane Gray's size and build should have lived through. She was full of cargo, besides the temporary deck houses, carried a deck cargo of coal, water barrels, the two launches and a small boiler, so that she was pretty well crowded to the top, and was in the water as the cargo was light. The waves washed over her deck and the scuppers having been closed up when the house was built, the water came in through the scuppers, were kept busy and the cabin bilged out, but early on Sunday morning he noticed that the vessel was keeling over and he crossed the deck and saw the schooner turn over on her side. In less time than it takes to tell the schooner was on her beam end, and sinking rapidly. It was very dark at the time and raining heavily, but there was not a severe gale. The excitement was terrible, the men praying and crying for help. Everything possible was done to save the passengers, but they seemed reluctant to take to the boats.

Previously the listing of the schooner, Mr. Carlson said she had been acting well. SHOULD HAVE RETURNED. At the American consul's office yesterday Charles Olson and Albert Johnson, the cooks of the schooner, made the statement that they had told the passengers on Saturday, the day that the wreck occurred, that the schooner was carrying the vessel should be taken to Neah Bay or some other nearby harbor. Asked as to whether they had spoken to the captain, the men positively stated that they did not. They said they had not. He was captain of the vessel, they said, and no doubt knew his business better than they, and they steadfastly stuck to their opinion that the schooner should not have continued on her voyage.

SCHOONER AND CARGO. The Jane Gray was built in Bath, Maine, in 1887, and was therefore not an old vessel. For a number of years she was operated from San Francisco as a whaler, being bought last year by the McDougall-Southwick Company, the large drygoods firm of Seattle, or either purchased or chartered to run between Seattle and Kotzebue Sound. This was her first trip since being fitted out for the Alaska trade, and according to Mr. Pennington did not undergo an official examination before starting on her voyage, although he says he believed she was examined by the insurance inspectors. Her cargo was valued at \$100,000, and was as follows: Thirty thousand dollars, consisting of the outfits of the miners and mountain climbers, not even having time after the alarm was given to save their pocket books.

Major Ingham and the Italian mountain climbing party were going to scale Mount St. Elias to complete the work commenced last year by Prince Luigi. Two of the Italians lost their lives, the party's very valuable outfit, like everything else on the schooner was lost. The Major, however, expects to make a second start very shortly.

From the time the schooner entered open water and although the cabin was flooded they remained in their bunk until the schooner was on her side and then they left their bunks, few taking time to find any clothes. The launch was on her side, and on her side, and she was the first to be launched. Three or four men got into her at once, and kept her away from the vessel's side. Capt. Crockett called the men to take to the boats but they took no notice of him until the mate and Mr. Pennington jumped into the launch and pushed her out. Then a number of men jumped into the water and were picked up by the launch. The boat was taken alongside several times but few called themselves of the opportunity to save their lives, seemingly thinking there was more safety in remaining in the vessel, failing to realize that she was doomed.

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# NEWS OF VANCOUVER.

Two Wings of Local Opposition Flapping in Unison Against the Government.

Armory Appropriation Granted at Ottawa—Herd of Cattle for Dawson.

Plebiscite Campaign Opens in Westminster—High Water in the Fraser.

(From Our Own Correspondent.) Vancouver, May 31.—An English syndicate was attempting to get 1,000 head of cattle through alton to Dawson. Four hundred start from here to-morrow by the steamer Transfer, No. 1, now ready to load in Vancouver harbor, and 600 leave Seattle to-day by the steamer Skookum. The entire consignment will be taken care of by Mr. C. W. Thebo, who has had previous similar trips.

An effective bit of "quickchange business" was made by Messrs. Cotton and Martin between the morning hours of Saturday last and the evening of the same day, when a meeting was held of various sections of the opposition party. It was suddenly decided, only an hour or two before such meeting, to change the description of the gathering, which of those in Vancouver who felt in antagonism to the provincial government and who were nevertheless not in accord with the present opposition. But during the day the men of the "Province" found that Mr. Martin and his friends badly before daylight, when they picked up friends, who for their part heartily reciprocated the feeling. A compromise must be made, was at once their mutual resolve. So both parties arranged to agree to divide the four opposition candidates for Vancouver, two of the names to be left to the choice of the majority element and two to that of the friends of the "Old Guard." This of course knocks out completely two men who quite expected to be on the Bostock ticket, but so far as an opposition nomination is concerned, it lets in Mr. Martin nicely, with in all probability Mr. McPherson, E. J. as his colleagues, leaving Mr. Cotton and another to be nominated in coalition by the former oppositionists. Mr. Cotton thus succeeds in a formidable movement, the only of withdrawing a few little innocuous does hurled at the recent arrival from Manitoba, and the two gentlemen will stand side by side with the "two wings" playing the parts of the "two wings" of Brentford smelling at one rose" each, however, hoping that they may be the other, may in the not too distant future prove fortunate enough to pluck it, when the time comes for the division of the

The men of the Vancouver militia companies are well pleased to learn that at last very tardy justice is to be done them by the Dominion government in the form of a sufficiently substantial vote—one of \$20,000—to commence the building of a large and fairly well appointed drill shed and armory.

The Vancouver city council will this afternoon inspect the sites of several possible future locations, ground lately needed within fairly central districts of the town.

Barclay Bonthron returned from the west coast of Vancouver Island, inspecting the numerous properties in that district belonging to the B. C. Agency and the B. C. Gold Trust Companies. The result of his examination on active operations at different points in various parts of the copper belt.

Preparations are being made by several of the small owners of copper property on Vancouver Island to make trial shipments of ore from their claims, in hopes that the smelter returns will be sufficiently favorable to justify attention on the part of heavier companies.

The tram bridge over False Creek will have to be out again in a day or two in order to make way for the passage of the James Donville and several other stern-wheelers for the Yukon that are rapidly nearing completion in False Creek. This will suspend tram service to the Fairview suburb via False Creek for a day.

As an evidence of the hopeful outlook for the coming season in mining circles, a number of local mining men are commencing to run between Seattle and Kotzebue Sound. This was her first trip since being fitted out for the Alaska trade, and according to Mr. Pennington did not undergo an official examination before starting on her voyage, although he says he believed she was examined by the insurance inspectors. Her cargo was valued at \$100,000, and was as follows: Thirty thousand dollars, consisting of the outfits of the miners and mountain climbers, not even having time after the alarm was given to save their pocket books.

# WESTMINSTER NOTES.

The West Westminster prohibitionists began their plebiscite campaign on Sunday night with a mass meeting held at Sapperton at the Presbyterian church. The chair was taken by Mr. B. Kennedy, M.P., and several stirring addresses were delivered to a fair attendance of sympathizers.

There is again some danger of floods in the Fraser as the water in the Sumas district is as high as it has been at any time at this period and is little more than 10 inches below the bank.

Mrs. Stratton, the most severely injured among the passengers who were in the recent inter-urban railway accident, will be confined to her room for some ten days yet suffering from a broken rib and a severe concussion of the head.

The New Westminster council has advertised for sale for tax arrears a formidable list of city properties.

The people of the "Park" district of Burnaby and South Vancouver are holding a meeting this week in the West Burnaby school house, probably on Thursday, with a view to petitioning the provincial government to establish a small horticultural experiment station in the district.

Citizen—Mr. Greatnam, I heard a curious debate the other evening. The subject was: "Can a politician be a Christian? What's your opinion?" Mr. Greatnam, (local statesman)—Nah, but he'll get licked.—New York Week-

"She—Why does a man feel rich when he's riding in a hansom?" He—Because the hansom paid the driver, not I, suppose.—Yonkers Statesman.

For Constipation take Karp's Clover Root Tea, the great Blood Purifier. Cures Headache, Nervousness, Eruptions on the Face, and makes the bowels clear as a bell. Sold by Cyrus H. Bowen.



DAWSON TO THE COAST

Patrick Galvin and Party Narrowly Escape Starvation on the Long Trip.

Deserted by Their Indian Guide They Were Lost in a Wilderness of Snow.

River Is Open From La Barge to Dawson and Crowded Boats Are Going Down.

News of the arrival at Skagway on Tuesday last of Patrick Galvin, the millionaire, with three companions, after a hard trip, was received on the Athenian Sunday. The particulars of the trip are contained in the following letter from Mr. J. D. Barry, the special correspondent at Skagway of the San Francisco Chronicle, which was also received on the Athenian.

Skagway, May 24.—Attired in tatters and with toes protruding through his moccasins, Patrick Galvin, a Yukon millionaire, walked into Dawson late this afternoon. With him were Ed. D. Hickman, Charles W. H. Schulz and Louis Mazade, Galvin and Hickman left Dawson on the 12th inst. for the purpose of making the head of Lyaw Canal where that remained of the winter trail. They were woefully deceived in this respect, as a consequence came near starving to death, having been lost for over six days in a wilderness of snow. Galvin was desirous of reaching Dawson as early as possible in order to close a big mining deal into which he entered while in London last winter. Navigation to St. Michael's had not yet opened, so he engaged Hickman to drive his dogs, and set out over the ice. On the way up these two overtook a telegraph wire as far as possible in order to close a big mining deal into which he entered while in London last winter.

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STREET IMPROVEMENT

City Engineer Submits Estimates of the Cost of Repairing the Principal City Streets.

Several Protracted Discussions Prolong the Regular Meeting of the City Council.

The Mayor and aldermen sat for three hours Monday evening and then did not transact all their business before them, an adjournment being taken until this evening at eight o'clock, when the report of the committee on water rates will be taken up. There was a lot of business for last evening's meeting, which opened with the passage of a vote of thanks to the Victoria & Sidney Railway Co. for supplying trains for the excursion to the foot of the mountain. A number of minor complaints and requests were received and referred to the proper committee. Among the more important was one from Mr. R. Smith calling attention to the dangerous condition of a sidewalk on Cook street; residents of Victoria West complaining of an open drain on Mary street; and from residents of the centre of the city complaining of the cinders from chimneys.

Mr. J. S. Yates wrote on behalf of Mrs. Erb, asking for the removal of certain trees in the cemetery. Reference was made to the committee. A letter was received from Mr. J. Coigdarrippe, protesting against the manner in which the poundkeeper carried out his duties. The poundkeeper had told him that cattle could be allowed to run outside certain limits and had another interview with the poundkeeper, which Mr. Coigdarrippe had turned out. A committee consisting of Ald. McCandless, Williams and Humphrey was appointed to investigate the complaint. The city engineer submitted the specifications for the construction of a wall to protect the foreshore of Ross Bay all are leaving who can possibly do so. There are many who business requires that they should be allowed to remain in the country where they will be out of range of American gunboats. The committee will be asked to report on the matter.

The city engineer reported that it would cost \$175 to raise the grade of Birdcage Walk, opposite the new parliament buildings. The engineer also submitted the estimate for the extension of Douglas street across James bay to Belleville street. The report was laid on the table. The water committee reported that it would cost \$537 to extend the water main along Fowl Bay road, outside the city limits, as requested by Mrs. Bay and that the revenue would probably be \$75 per month. The council decided not to extend the main beyond the city limits. The old men's home committee were empowered to admit Sewell Simpson to the home, if his certificates were found to be proper.

Hon. Mr. Justice Drake and two hundred others approved the amendment proposed by Ald. McGregor for the extension of Douglas street across James bay to Belleville street. The report was laid on the table. Residents of Victoria West asked for a statement of the money expended and the taxes collected in that district during the last five years. The petition was referred to the finance committee and auditor to report. Two members of the street committee recommended that a concrete gutter be laid along the permanent sidewalk of Broad street between Quadra and Vancouver; that the contract for those be awarded to Nicholas & Co. and that the cost be \$150 and that \$400 be spent on Broad street between Fort and Yates streets.

The Mayor considered the last item a little irregular as the committee had acted on a report from the engineer to the council, before the council had seen the report. Ald. Humphrey explained that he had not signed the report as the question of repairing Broad street had not been discussed at the committee meeting which he attended. Before leaving the meeting he had asked Ald. Williams if there was any work and was told that there was none.

There was one motion that the report be taken up clause by clause; an amendment by Ald. Humphrey to remain in the exception of the vote for Broad street and an amendment to the amendment that the whole report be adopted with the exception of the vote for Broad street. The report was adopted. Ald. Williams, the latter stating that he had signed the report as the question of repairing Broad street was considered. Humphrey—Broad street was certainly not mentioned while I was at the meeting. Before I left Ald. Williams said all the business had been transacted before the council met. At the time the engineer's report was before the committee.

The report was taken up clause by clause only the clauses adopted with the exception of the Broad street clause, which was laid over after a long discussion as to which street needed repairs the most. Johnson or Broad. Victoria, B.C., May 25, 1898. To His Worship the Mayor and Board of Aldermen: Gentlemen—I have the honor to submit the following report on the several matters that were referred to me. Re Douglas and Blanchard streets: as the street is so worn the only economic way of repairing it would be to have it picked over and macadamized, estimated cost, \$1,440. The following is the estimated cost of macadamizing the streets: Johnson street between Wharf and Broad street . . . \$1,440 Broad street between Fort and Douglas . . . 864 Douglas . . . 375 Douglas and Comorant . . . 1,250 Total . . . \$4,969 Respectfully submitted, E. A. WILMOT, City Engineer.

After a long discussion the report was laid over for two weeks. The Mayor stated that there was but \$3,000 left for street work, exclusive of the regular monthly appropriation. The motion for the destruction of partially burned buildings on Pandora and Fort streets was adopted. The formal enquiry as to the condition of the houses in the city was held on to-day. The cemetery amendment by-law was passed. Ald. McGregor moved the second

reading of the by-law to amend the street by-law, prohibiting the use of wood cutting machines on the streets and dealing with other minor matters. The motion was carried and the council went into committee on the by-law. Besides dealing with the wood cutting machines the by-law regulated the erection of hitching posts and awnings. When the clause to prohibit the use of wood sawing machines came up it was explained that a clause had been inserted in the Municipal Clauses act preventing the council from prohibiting the use of machines on the street, but allowing them to regulate the machines used. McGregor therefore proposed an amendment providing that the machines could be operated only from five to nine in the morning. After a long discussion the committee rose and reported progress and the council adjourned until this evening at eight.

ADVENTURES ON THE TRAIL. A Newspaper Man Writes of the Experiences of Himself and His Party. Writing to a friend in this city from Lake Linderman, under date of May 17, Col. D. McGregor, the veteran British Columbia newspaperman, has the following to say of the adventures of himself and his party on their journey to the North: We left Dyes soon after breakfast and secured passage in a heavy lumber wagon on Canyon City, a collection of rough shacks and tents, with saloons, hotels, bank houses, restaurants and outfitters predominating. Here we remained for dinner and had a fairly good meal for forty cents each. We then proceeded on our journey on foot over the mountain trail to Sheep Camp, a mountain city and rather dirty, containing at date about 2,500 people. We took lodging here in the principal hotel for the night, paying at the rate of \$2 per day. Next morning we started, four in company, on the most treacherous part of the journey—the ascent of the far-famed Chilcot Pass—and succeeded in reaching the Summit safely, making the climb in three days. On our way up we met several parties fatigued and disheartened, returning to their homes in more congenial climates. Among all the journeymen was a man from California, good looking and seemingly in the prime of life. "Before leaving home," he said, "I thought I was equal to the task, but on reaching part way up to the Summit I concluded I had enough of it and now I am here in Yukon territory." The climate here is inclement and changeful. Extremes come suddenly, especially on nearing the top. There is a greater danger seems to be exposure to those sudden changes when men are fatigued as they almost invariably are at this particular stage of the tramp. The scenery may be termed "wild and romantic" but nevertheless it is a bleak and most inhospitable region. The weather is so blinding that it is a blinding snow storm. No vegetation is to be seen for miles around—nothing but mountain peaks and crags covered with eternal snows. Wood for fuel is selling here for five cents per pound; coal at \$125 per ton and mules at one dollar. One of our party refused here all night to attend to freighting our outfits down to the lakes. He paid one dollar for sleeping quarters in a tent and another for a post and a blanket for a blanket to protect him from cold. We are now camped on Lake Linderman awaiting favorable weather. There are about 3,000 people here on their way to the gold fields. Some have been here for several months, some are expected to be here in every day. Those who had no boats shipped from the outside over the passes are busily engaged saving lumber for that purpose and building their boats here. There are about 5,000 people at Lake Bennett, at the junction of the Chilcot and the Skeena. They are waiting for the opening of navigation. All communication from the interior is now cut off owing to the dangerous condition of the trails and the ice on the lakes. It is expected that in about ten days the lakes will be clear of ice, the Klondike fleet will set sail. It is estimated that there are about 10,000 people camped at the lakes—Linderman and Bennett. The large proportionate number of women among those making their way to the golden north, probably has no precedent in the history of mining stampedes. The trail over the Chilcot is reported to be the best in winter is now scarcely passable. The bodies of three of the victims of the Chilcot disaster were recovered to-day. They were found buried under two feet of snow at the entrance of the Summit trail, known as the Peterson Pass. The bodies have not yet been identified. With the exception of some deaths caused from over exertion and exposure, there is little or no sickness in camp. The remains of a man named William Kent were borne to their last resting place to-day. He is reported to have been in the interior of the mountain trail for several months. While freighting his outfit over the mountain trail he contracted cholera, which he died. He was buried with Masonic honors; Rev. Mr. Lyon, English church missionary, officiated. A large number of the Klondike pilgrims, including several ladies, followed the remains to the grave. He was buried on Canyon Point.

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Pathetic Incidents of the Nation's Impressive Farewell to Its Greatest Citizen.

A Genuine Popular Tribute of Respect, Veneration, Love and Grief.

New York, May 29.—Referring to the funeral of Mr. Gladstone yesterday, Mr. Ford, in his London letter to the Tribune says: It was a great state funeral, ending with all the simplicity of a village churchyard funeral. Slowly the group was thinned out; when Mrs. Gladstone went away with her two sons the houses retired with stately dignity and the abbey was gradually emptied. England and parliament had paid their last homage to their greatest citizen, both in spirit and in truth. Precedents were closely followed in day's ceremonial, and only one new one was created. The reading of the will, prayers and benediction. It has been the traditional custom that the dean shall read the entire burial service in the abbey without assistance. Otherwise Gladstone was buried in conformity with the usual usage followed at the funeral of Pitt and before even the velvet cravat of Garter King proclaiming the style and quality of the dead, and releasing the public offices which he had held, was omitted. Strangely enough, the last word heard of Gladstone's name was his connection with the commission to the Ionian islands, which attracted his sympathy with oppressed and struggling nations.

A reference to precedents in a spirit of conservatism, imparted an old-time feeling to the ordinary splendor of a state ceremonial. What was better than all was the warmth and heartiness of the service and its sympathetic touch with Gladstone's life and character. Spectators on every side were deeply moved and many were in tears. The choir by joining with one accord in singing the familiar hymns. The entire assemblage rose when Gladstone took his seat under the lantern. Strong men were seen to weep, and the old man's face was pale as death. The prayer of the Prince of Wales, with courtesy, kissed her hand as though she had been the wife of a king. Gladstone's unique personality seemed opened and softened to all hearts.

Much of this sensibility was due to the music, which was simply glorious. The choir had been recruited from six churches and there was a full orchestral accompaniment for the organ. It was music composed of delicate and beautiful melodic quality, and it fitted in with every one's thoughts about Gladstone. The services tended to magnify the spiritual significance of his life and death, and this has been the marked tendency throughout England during the last ten days.

England may have to wait another generation before she can estimate the historical perspective for estimating rightly his public services and his private life. It is ready there is a mythical Gladstone with which men's imaginations are conjuring, but his faith was no myth. It is certain that his death has had much of the potency of a national religious revival.

Cablings to the Times on the same subject. Mr. Harold Frederic says: "Gladstone at Westminster Abbey this morning, with all its stir and its pomp, and its ambassadorial, it was not such a spectacle as that of the untiring arrival of the old man in the state on Thursday and Friday. Such a genuine and true tribute of respect, veneration, love and grief has never been linked to such absolute simplicity of expression. The crowd from all parts of England, Ireland and Scotland, and, indeed, from distant parts of the world, gathered round him when with simple reverence they had passed the black and white shroud which was draped over his lifeless form. In all the alleys of the streets of London, the most solemn function of all, witnessed by none but the Gladstone family and the officials, was the funeral. It was a simple and touching ceremony, and it was a fitting tribute to the life of the man who had so long and so nobly served his country.

The Queen's birthday was right loyal-ly celebrated on Lake Bennett by the British subjects, many of whom are Victorians and their American cousins. There were boat races and other sports and the day was generally observed as a holiday.

Galvin says the river is now entirely open from the foot of Lebarge to Dawson. He passed 376 boats at various points, all making rapid headway in the current. At least 1,500 people. Forty boats had come out at the mouth of the Hootalinga river, bearing prospectors who had succeeded in making their way down the river. Wrangle over the Stikine river trail. On the lakes from Bennett down, the open water is being boated along and being used to clear a passage through any impeding ice.

The question of "Swiftwater Bill" City was definitely settled by millionaire Galvin. "Swiftwater" and his party, all intact, are probably in Dawson by this time. On May 18 Galvin chatted with Gates at the latter's camp on the shore of Lake Lebarge. Gates, Dr. Wolfe, Nellie Lamore and a second woman were with him. Forth and back on Lake Lebarge on the day they were reported to have been drowned, but were rescued by S. J. Sims, of Portland, and a Texas cowboy, and he gives \$10,000 as a bribe. From this incident grew the circumstantial story of their loss.

No information could be obtained from Galvin concerning his claims on Bonanza. He owns rich claims on Bonanza, Eldorado and Hunker creeks, but is said to have sold fourths of his interests to London capitalists. A member of his party said that while in Dawson Galvin had bought out his various partners in the interest of the Londoners. It was for this purpose and to get the title deeds to the different claims that he went to Dawson less than six weeks ago. He started for Lake Bennett on April 1, making the trip from Skagway to Dawson in seventeen days and three hours, the fastest time recorded. In a general way Galvin says all the known gold-bearing creeks tributary to the Yukon will surpass expectations in the result of the spring clean-up, but he declines to estimate the value of the total shipment. Louis Mazade estimates that El Dorado and Bonanza creeks will turn out \$15,000,000, and he gives \$10,000,000 as the total for the remainder of the Yukon territory. Mazade says that just before he left Dawson Galvin had paid \$1,000 per foot for territory in Dawson on which he is erecting a store building. Galvin is also establishing stores at other points along the river. Rich gold discoveries have recently been made in Dawson City itself, according to Mazade, but the Canadian gold commissioner will not allow the work to be worked.

He has also stopped prospecting within the town limits, making the ruling that a townsite cannot be regarded as mineral territory. A ministerial Thompson found \$150 in the pan at a depth of eight feet in the rear of James Carey's saloon, situated in the centre of the town, but not allowed to work it. He has taken an appeal to the government at Ottawa

The Colonist.

THURSDAY, JUNE 2, 1892. A PROGRESSIVE POLICY.

Very much remains to be done in British Columbia before it takes that position which its great natural wealth entitles it to occupy. Extensive public works must be undertaken, for the domain to be opened up to settlement and enterprise is enormous. Development is handicapped by distance. In order to properly promote the vital interests of the province, it is necessary in the first place to have a better understanding with the Dominion. The Colonist has no intention of inaugurating a campaign of secession, for it is not so foolish as to set itself against the whole trend of public opinion in the Empire, which is for consolidation; but it has no hesitation in taking the position that Canada owes a debt to British Columbia, which it is in duty bound to discharge. One of the first acts of the government after the elections ought to be, and doubtless will be, to place before the Dominion ministers a fair statement of what this province has done for Canada and what Canada has in return done for this province. A very strong case in the interest of British Columbia can be made out, and we are very hopeful that it will be recognized in a proper manner.

The policy of the local government is the advancement of the interests of British Columbia. As individuals the ministers and their supporters have their views on federal questions and vote according to them, but when it comes to promoting the welfare of the province, they are neither Conservatives nor Liberals, but only British Columbians. It would be a regrettable thing if it ever should come to pass here that the government should become a mere adjunct to one or the other of the political parties at Ottawa, afraid to ask for justice for fear of embarrassing friends or being snubbed by opponents. The interests of the province are so great, so diverse and so difficult to present properly, that it well behooves those having charge of them to be absolutely free, in approaching the Ottawa ministry, from any political entanglements.

That the time has come when the claims of British Columbia upon the Dominion must be presented with clearness and be urged with determination cannot be denied. In what shape relief ought to be sought is a matter for future consideration; but that some relief must be forthcoming cannot be denied. We use the word "relief," not in the sense of a remedy for distress, but in that of reparation for injustice, and we have sufficient faith in the good sense and fair dealing of the people of Canada to believe that when the case has been properly presented it will be equitably met.

The basis of the claim for better treatment is the fact that this province contributes very much more per head to the revenue than any other portion of Canada, while the federal expenditure here falls very far short of what is paid in to the treasury. Of course all the provinces must pay in more than they get back; otherwise there would be nothing left for the expenses of the federal government and the interest on the public debt; but the balance of British Columbia's contribution is so out of proportion to that of the others that it only needs to be pointed out to attract attention at once. The government of the provinces can very properly approach that of the Dominion, and having pointed out how liberal and progressive it has been in its own efforts to promote provincial development, ask that a larger share of what is needed in the future shall be borne by the Dominion, which receives directly more benefit from it than the province. It does not follow that this means a recasting of the financial arrangements between the Province and the Dominion. Probably it would be better to put the matter in another way, for the moment the door is opened for changes in the federal contributions to any one of the provinces all the others will have claims to make. It seems to us that the better plan is for the local government to press the financial case in the strongest possible way, and with this to present its views of what the province requires in order that the most may be made of its great resources. Having done this, it can be demonstrated, to the satisfaction of any reasonable person, that money laid out in opening up British Columbia will be a remunerative outlay to the Dominion. This might be followed up by the suggestion of a plan whereby the two governments could co-operate in providing the necessary improvements, the Dominion to bear the greater part of the expense and the province to contribute in the way of certain local taxation, to be borne directly by the localities to be most directly benefited. In other words, the plan ought to be for the Dominion, which will receive the greater part of the revenue from the people who will be led to settle in the province by the contemplated improvements, should be at the greater part of the cost of these improvements, and the localities directly assisted should meet the remainder. In this way no burden would fall upon the people of the province that are already settled.

As has already been pointed out in these columns, there has been steady progress in the policy of railway aid adopted by the government of British Columbia. The plan followed in respect to the Coast-Tylin railway was a great advance upon any previous one. It is time for another step forward, but as the next one, which is above indicated, calls for the co-operation of the federal government and must receive the sanction of the parliament of Canada, it will require time for its working out. It would not have met the emergency to be dealt with at the last session of the legislature; but while the results of the policy then pursued are being worked

out, the provincial government can use its best endeavors to secure success for a new departure along the lines above mentioned. We believe these views will commend themselves to the people of the province.

ENEMIES OF THE PROVINCE.

The opposition are the enemies of the province. They may not intend to be such, but they are. They have fallen in to their present position probably because they have been so blinded by prejudice and lust for office that they have not seen whether their steps were leading them. In the house and in their newspapers the opposition have represented the province as overburdened with debt, have insisted that its taxation is excessive, have declared that its laws are passed and administered in the interests of a few favored corporations, have alleged that its ministers are corrupt, have argued that its credit is strained to the last notch, have asserted that its resources would not warrant a liberal policy of development, have opposed every measure looking to the introduction of capital, have assumed a hostile attitude towards all men of enterprise and means, have decryed the province in a score of ways whenever by so doing they could make an imaginary point against the government. If the things, which the opposition say are true, are in point of fact true, the province is no longer a place to which we can in justice invite men of enterprise and capital to come. Readers of United States papers have seen how the libellous statements of the opposition press have been copied there for the purpose of supporting the claims of rival cities and districts. If the finance minister were to-day to go to London to negotiate a loan he would in all probability be confronted with the allegations that have been made by the opposition as to the burden of the debt, the grinding nature of the taxation, the wastefulness and extravagance of the administration and the unfitness for development of every section of the province which the government has endeavored to develop. He would probably say in reply that the people who make these assertions really do not believe them, but are only seeking to create a prejudice against the government, so that they themselves may get into office, but to this the answer would doubtless be made that in no other place in the world do politicians feel called upon to decry their country. The minister would be asked to point if he could to anything which an opposition member of the legislature has said in his place in the house, or to anything which an opposition paper has set forth in its columns, that indicates faith in the future of the province or any belief in its resources and possibilities as such as have been renounced by government supporters and the government press. He could not do so. He would be obliged to confess that all the enthusiasm, all the earnestness, all the expressions of deep conviction as to the future of British Columbia have been from the government and those who support it. He would be utterly unable to point to a speech delivered in the house by an opposition member or an article printed in an opposition newspaper, which would support his position that the province is on the high road to prosperity, that it has great wealth to be developed and that it can afford to embark upon a progressive policy. If on the other hand there should be any person in London who desired to hamper him in his financial operations, he would find plenty of material in opposition to speeches and editorials.

It is indeed a very remarkable thing that the opposition have never even mentioned the claims of the province, or saying something that could be construed as an expression of confidence in the future of the province. It is an astounding thing that men seeking for an expression from the people that will lead to their assumption of the reins of power, have never mentioned even by accident to indicate that they have the slightest faith in the province, whose affairs they desire to administer. There is not an allegation prejudicial to the interests of British Columbia, which cannot be supported by statements made by the opposition either in the house or in the press, and in the case of both. Let it be granted that this hostile attitude has been taken unintentionally, we do not see how it alters the case in the least. Do the opposition in the federal arena decry the Dominion? Do the opposition in any of the provinces decry them? Not at all. They find abundant material on which to base their appeals to the people without maligning the country in which they live. The misfortune of British Columbia is that its opposition consists of narrow, disappointed men, who have been sored by repeated political failures, or are jealous of those who have been more fortunate than themselves in getting to the front in this great and promising province.

Mr. H. Macklin, whose letter from Galena will be found elsewhere in today's Colonist, speaks of the esteem in which Mr. Booth, M.P.P., is held in his constituency. Mr. Booth deserves all that is said of him. He makes an excellent representative. His views on all subjects are progressive and well matured. He is an industrious member, and one who contributes much to the intelligent discussion of all questions, whether in committee or on the floor of the house. His short tenure of office as speaker has shown him to be a good parliamentarian. The electors of North Victoria cannot do better than select him again for their representative. He would be greatly missed from the house if he should be defeated, for he has gained the confidence and respect of all the members and the public at large.

Our Chilliwack correspondent speaks of the feeling in that riding in regard to the nomination of Hon. Mr. Turner as a candidate. While we are in the fullest

sympathy with the movement, we hope that nothing will occur to prevent the electors of Victoria from having an opportunity to express a renewed confidence in the premier personally as well as in his government. He deserves well of Victoria and can be elected here with the greatest ease.

It is surprising how much of a figure local prejudice cuts in everything. Here we have the Golden Era complaining bitterly because money has been spent in promoting railways anywhere else than so as to secure a line from Golden to the International Boundary. This would doubtless be a useful road; but who, except a Golden man, would give it the first place in the railway policy of British Columbia?

In Messrs. Peoley and Bullen Esquimaux has two candidates closely identified with its interests. Why should the voters of that constituency refuse the services of men of their stamp and take Mr. Higgins, with his variegated political record, or Mr. Hayward, who though a thoroughly respectable man has scarcely that experience in public affairs or that stake in the country, which is possessed by either of the gentlemen on the government ticket?

Of the members of the opposition Messrs. Williams and Kennedy are out of politics; Messrs. Hume and Kellie are said to be in the same condition; Messrs. Vedder and Forster are likely to be turned down by their constituents and Mr. Cotton is in a state of uncertainty. More than half of Mr. Scullin's followers are as good as out of the fight already. Some of the papers are making a great deal of fuss over the amendment to the ballot law. Persons who have had experience with open voting, ordinary ballot and secret ballot will testify that there is about as much wrong practice under the one as under the other. It takes a different shape, that is all. We do not believe that there is anything like the amount of bribery and coercion practised at elections that some people think. All outstanding questions between the United States and Canada are to be settled by mutual concessions, so it is said. It is easy to get thus far in such negotiations, but before the concessions have been determined upon there will be a good deal of debate and no little difficulty. The candidature of Mr. Henderson in New Westminster seems to be troubling our friend the Columbian a very great deal. It is unfortunate in having a candidate, who it says is unpopular. Mr. Brown has no lack of ability. What he seems to be short of is friends. The Mail and Empire says that Klondike has become a memory. If the Toronto paper will have a little patience it will hear something from the Golden North one of these days that will awaken even its appreciation. Mr. Richard McBride, whom the Sun describes as "Westminster's brilliant young barrister," is to take the field as a candidate in Dewdney in the government interest. The Sun says that riding is "as safe as we had it."

We hardly understand the despatch to the Toronto Globe about the Coast-Tylin railway. The British Columbia government have received no intimation from Messrs. Mackenzie, Mann & Co., that they will not construct the railroad.

A New Brunswick paper says that seventeen people have been drowned this spring upon the St. John river lumber. And yet they talk down there about the perils of the trip to Klondike.

Mr. John L. Retalick, who will be the candidate in Slocan of the supporters of the local government, seems to be well-assured of his election. The Slocan news says that although he is from "the other side of the district" he is so good a man that he will receive its hearty support.

The Columbian has reached the conclusion that the Turner government must go. The electors intend that the Turner government shall go right on administering affairs in the same conscientious and progressive manner that has characterized them during the past four years.

An exchange says that the late Dalton McCarthy never spoke in parliament unless he had something to say. If every one was like the distinguished deceased in that respect, the Hansard would be compressed into the size of a handy book of reference.

The Miner says that Nelson has many advantages as a manufacturing centre. This is self-evident, and as Kootenay increases in population it is reasonable to expect that the strong points of that city in the matter referred to will be utilized.

The intimation of the Times that Hon. Mr. Turner would be called to avoid being called as a witness in the libel suits is simply a piece of that paper's everyday indecency. If Mr. Turner is needed in court to give testimony, it will be an easy matter to get him there.

A correspondent asks for an explanation of the fact that there is a Morro Castle at so many Spanish ports in the West Indies. The reason is that "morro" is Spanish for promontory, and therefore any fortification on a promontory is "el morro."

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JUSTICE FOR BRITISH COLUMBIA. Parliament will soon be prorogued, and British Columbia will search the list of legislation in vain for any evidence that the ministry appreciates the necessities of the Coast or is ready to help aid in the advancement of British Columbia. The provincial government and legislature have done all that could be expected of them. The liberal aid which they have offered to railways was given upon the tacit understanding that the Dominion would do its share. The Dominion has done nothing. It is quite true that parliament has not been asked to do anything for railways in any part of Canada, except the Intercolonial; but this does not excuse the neglect of the great opportunity afforded by this province for the extension of assistance whereby the whole country has been benefited.

It is unhappily only too true that this province is without influence at Ottawa. None of our representatives appear to have shown themselves equal to the occasion, or to have been able to impress upon parliament that the interests of Canada are closely bound up in the development of British Columbia, and that the province just claims for the most liberal treatment at the hands of the Dominion. And yet if ever representatives in parliament had a cause worthy of their best efforts, the representatives of British Columbia have had one during the past session. It is time for a new departure. It is time that this province become in federal politics something else than a mere feather in the tail of one or the other of the political parties. It is time for the people to forget that there is such a thing as Liberalism or Conservatism, and to remember that their vital interests are wrapped up in the material progress of their own province and that everything else is secondary to this. Of what benefit is it to the people of British Columbia to have Sir Tweedle Dum or Sir Tweedle Dee as premier of Canada, if neither will listen to the demands of the province for justice? What the people of British Columbia, those who have lived here for many years and those who are new comers, have a right to ask, and what they should join in demanding is that parliament shall do justice to the province. This is all the platform that British Columbia needs.

In view of the fact that in all probability the time for holding a general election for the Dominion is not very close at hand, the provincial government may well take occasion to appeal to the voters this year for an expression of opinion upon this issue, so that after the provincial elections are over a strong presentation can be made at Ottawa along the lines suggested by the Colonist yesterday. This ought to call forth the strongest possible expression of approval from the voters of the province. It is the one great issue of the hour. It overshadows all other issues. In comparison with it all merely local considerations, all mere personal canvasses, such as the opposition press indulges in to the exclusion of the greater questions of the day, all the minor details of administration sink into insignificance. The people of British Columbia should show themselves equal to the great emergency. Every government candidate should pledge himself to aid the administration by every means in his power to secure fair play from the Dominion, and the voters should endorse the position in such a manner that there can be no mistake about what they think.

British Columbia has a battle to fight. Let the ranks be closed up. The appeal of Hon. Mr. Turner to the people is upon a British Columbia platform. It is a cause worthy of the best efforts of the people. The cry may sound sectional, but it is not sectional. At this juncture of affairs no man can serve Canada better than by fighting for justice to British Columbia.

"I am sorry to hear about those broad heeds in Spain," remarked Terwilliger. "It seems to indicate," suggested Jerolamo, "that even the broadest is rising against the dynasty." Whereupon silence settled down on the group.—Chicago Tribune.

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PROVINCIAL SECRETARY'S OFFICE. HIS HONOUR the Lieutenant-Governor has been pleased to appoint the undersigned persons to be Collectors of Votes, under the provisions of section 16 of the "Redistribution Act, 1888," namely: Josiah Stritree, of Donald, for the North Riding, East Kootenay Electoral District; Charles M. Edwards, of Fort Steele, for the South Riding, East Kootenay Electoral District; John D. Sibbald, of Revelstoke, for the Revelstoke Riding, West Kootenay Electoral District; Alexander Lucas, of Kaslo, for the Slocan Riding, West Kootenay Electoral District; Kowlerick F. Talmie, of Nelson, for the Nelson Riding, West Kootenay Electoral District; John Kirkup, of Rossland, for the Rossland Riding, West Kootenay Electoral District; Leonard Norris, of Vernon, for the East Riding, Yale Electoral District; Walter E. Anderson, of Union, V. I., for the Comox Electoral District; Harry G. Welburn, of Port Alberni, V. I., for the Alberni Electoral District; Thomas Fletcher, of Alberni, V. I., for the Alberni Electoral District; Herbert Stanton, of Nanaimo, for the Nanaimo City, North and South Nanaimo Electoral Districts; and His Honour the Lieutenant-Governor has been pleased to appoint the undersigned persons to be Distributing Collectors, under the provisions of section 17 of the said Act, namely: In the former Electoral District of East Kootenay, James F. Armstrong, of Fort Steele; In the former Electoral District of West Kootenay, George A. McPherson, of Nelson; In the former East Riding of Yale Electoral District, Hugh St. Q. Cayley, of Grand Forks; In the newly-constituted Districts of Comox, Cowichan and Alberni, Andrew L. Smith, of Alberni; In Nanaimo City, North and South Nanaimo Electoral Districts, George Thompson, of Nanaimo.

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THE S... The Grand... Long... Two of the... to A...

The spirit... before Mr. M... the day's sit... business wa... visitor to th... of Barrie a... Simcoe. H... beside Mr. M... morning sit... After the f... the following... W. F. Bul... A. J. W. F... R. L. Drury... Geo. A. Gil... Graham, A... T. Hooper, ... A. K. Mun... Stuenens an... Mr. A. G. general, app... Mr. Robert... Wolf man... Having inst... in their in... McColl laid... documents, t... two of the m... adjournment... clock while... the indictment... Upon the e... jury brought...

Wm. Collier... Mr. Robert... John Callan... Martha W... W. S. Sargent... Joseph Bar... to murder... M. V. Ruth... Robertson on... who had che... charge of ste... changed to... McColl refuse... indictment w... grand jury... would instruct... libel cases ag... at one of o... in the Will... William Goll... thirteen so... prisoned, he... pleaded guilty... the prisoner... mercy, urging... his first offer... gaol already... Sentence was... John Callan... arrested. W... in gaol for as... 18, but was r... He had... sentenced to... gaol. Arthur Sharp... to the... Chinese vege... Bay. He was... \$500, his bond... and C. G. I... the bail estreat... reason why th... produced. A... for Shrapnell's... Charles W... charge of stea... He is out on... Mr. George P... the defence, b... pressed yesterday... making an app... bail. The case of... the murder of... postponed till... Dallas Helmck... Walls appeared... G. Smith, and Mr. R. Ca... Helmcken stat... that the mur... had not had... defence. He l... lay till Thurs... on the 10th... till this morn... case Mr. Helm... go on then the... the upper cou... Crown did not... very serious... the court... morning at 10... SENTEN...

THE MURDERER... Pay With... News has be... of the outcom... of the Indian... early part of... William E. Ed... rancher of the... which was pa... remembered... the murder... of his fier... the wilderne... the law prom... by the Indian... to see who... cated and ju... through the a... that the mur... headed and h... him beyond th... trial took pla... on and cont... tenced to deat... THE... Loss During th... ably A... The fire recov... alarms with... previous fire... Hon. Robt. B... destroyed on... at a loss esti... of \$2,100. The... of Dr. L... on the morn... morning of th... owned by M... with no insur... on the morn... of the 11th... was burned b... the 12th with...

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THE SPRING ASSIZES.

The Grand Jury Do Not Take Long to Bring in Their Findings.

Two of the Accused on Bail Fail to Appear-A Visiting Judge.

The spring assizes opened yesterday before Mr. Justice McColl and though the day's sitting was short, considerable business was disposed of before the adjournment for the day was reached.

After the formal opening of the assizes the following grand jury was sworn in: W. F. Bullen (foreman), I. Braverman, A. J. W. Bridgman, Gavin H. Burns, R. L. Deury, J. G. Elliott, E. J. Eyles, Geo. Gillespie, H. Goodacre, H. M. Graham, A. A. Holmes, W. Humphrey, T. Hooper, Geo. Jaques, A. McKee, W. A. K. Munro, Wm. A. Muncie, W. L. Stephens and E. Wilkinson.

Mr. A. G. Smith, deputy attorney-general, appeared for the Crown and Mr. Robert Campbell for the defence in the Wolf murder trial.

Having instructed the grand jury briefly in their important duties, Mr. Justice McColl laid before them the various indictments, touching shortly on one or two of the more important ones, and an adjournment was taken at ten o'clock when the grand jury considered the indictments.

Upon the court reassembling the grand jury brought in the following findings: TRUE BILLS.

Wm. Gollener, stealing, Arthur Sharpnel, breaking and entering, Callahan, escaping from gaol, Martha Wolf, murder, C. W. Johnson, embezzlement, Joseph Barratta, shooting with intent to murder.

NO BILL. M. V. Ruthven, corrupt perjury.

During the recess Mr. Herbert E. A. Robertson on behalf of John Williams, who had charged the grand jury with the charge of stealing applied to have this changed to a speedy trial.

Mr. Justice McColl refused the application and the indictment returned against the grand jury. The court said that he would instruct the grand jury on the libel cases against Mr. Nichol and others at one o'clock today when the finding in the Williams case could be handed in.

William Gollener, charged with stealing thirteen sacks of flour from M. R. Smith & Co.'s bakery last January, pleaded guilty. Mr. Frank Higgins for the prisoner asked for the plea of mercy, urging the youth of the prisoner who is now twenty years of age and saying that the young man was led away by evil companions.

Arthur Sharpnel failed to appear in answer to the charge of breaking into a Chinese vegetable store house at Oak Bay. He was on bail in the sum of \$500, his bondsmen being E. S. Sharpnel and J. C. Davie. The court ordered the bail estreated in the absence of good reason, and a bench warrant was issued for Sharpnel's arrest.

Charles W. Johnson, indicted on a charge of assault on Monday, did not appear on bail, but in the absence of Mr. George Powell, who is retained by the defence, the Crown postponed making an application for arrest of the accused.

The case of Martha Wolf, accused of the murder of Mrs. C. Marston, was postponed till this morning. Mr. H. Dallas Hetchcock, Q.C., and Mr. W. Walls appeared for the defence and Mr. A. G. Smith, deputy attorney-general, and Mr. R. Cassidy for the Crown. Mr. Hetchcock stated that he had been instructed recently in the case that he had not had time to prepare for the defence. He therefore asked for a delay till Thursday if possible.

The court decided to adjourn the case till this morning at 10 o'clock, but in the event of a delay on Monday the court will go on then there will be a further delay till to-morrow. Mr. Smith for the Crown did not oppose this owing to the very serious nature of the charge.

The court then adjourned till this morning at 10 o'clock.

SENTENCED TO DEATH. The Murderer of William E. Elkins to Pay With His Life the Penalty of the Law.

News has been received from Clinton of the outcome of the trial at that place of the Indian Samien, arrested in the early part of the year by the murderer of William E. Elkins, a well known young rancher of the district. The killing, which was particularly brutal, will be remembered clearly by all residents of the upper country. Upon the commission of his heinous crime Samien took to the wilderness where his officers, the law promptly pursued him, assisted by the Indians who were equally keen to see the white man's law fully vindicated and justice done. It was indeed through the aid of the natives largely that the murderer was speedily apprehended and his crime brought home to him beyond the shadow of a doubt. The trial took place at Clinton on Monday, and on conviction Samien was sentenced to death.

THE FIRE RECORD. Loss During the Month of May Considerably Above the Average.

The fire record during May shows eleven alarms with losses above the average of the previous four months. The residence of Mr. Robt. Bevan, Beechey street, was destroyed on the morning of the 3rd, causing a loss estimated at \$2,500, with insurance of \$2,100. On the 10th a fire at the residence of Dr. L. W. Powell was extinguished on the same date with no loss. On the morning of the 11th a fire at the residence of the damaged the unoccupied residence of Mrs. Bevan, Beechey street, with no insurance. A threatening brush fire was extinguished on the afternoon of the 14th and on the 15th a fire at the residence of Mr. J. W. Powell was extinguished on the 15th with no loss. A smouldering fire

WHEAT'S "FARTHEST NORTH."

The Cereal May be Profitably Cultivated in the Hudson Bay Region.

(From the Toronto Globe.)

The belief that habitable Canada consists of a narrow strip of territory stretching along the border of the United States with no depth to the north is one that is little heard of nowadays on this side of the line. It is still, however, held by a great many people abroad, and we ourselves have but the haziest ideas of our North country and its tremendous possibilities. Few by any name, however, with the return of explorers we learn not merely of the El Dorados of the frozen North, but of the far greater wealth of the fertile soil on the northern slope of the continent. The farthest north at which wheat will ripen has not yet been definitely ascertained, but has been successfully established that the most useful of all cereals will ripen a thousand miles north of the boundary line.

It has heretofore been supposed that the huge territory in Eastern Canada north of the height of Hudson Bay, although in the same latitude as Manitoba, was not so well adapted to the growing of cereals. Mr. Henry O'Sullivan, a promising surveyor and explorer in the service of the Province of Quebec, who made an exploration last fall with the object of locating a line of land across the Hudson Bay, says that as good as that grown in any part of Quebec ripens far north of the height of Hudson Bay, a Hudson Bay post near Rupert's Landing, he found Mr. Baxter, an agent who takes an interest in farming.

After looking over the results Mr. O'Sullivan says: "It is surprising to see the fine vegetables and grains he has grown there. I never saw better cabbage, carrots and turnips, and he gave me samples of wheat which he had grown from seed raised in the Hudson Bay district. The wheat which he had grown from seed obtained from the agricultural department at Ottawa. They are equally good and compare favorably with wheat grown in any other part of the province. The surrounding country is all level, rich clay land. At Moose Factory, on James Bay, Bishop Newnham raises the finest of celery, tomatoes, vegetable marrow, cauliflower and other garden stuffs.

One can scarcely overestimate the practical value of this testimony as to the climate on the northern slope toward James Bay. That wheat and other vegetables can be grown fully 200 miles due north of Toronto is a fact, the significance of which will probably not be so fully apparent to the present generation. Eventually, however, it must mean the settlement of that vast territory from the crowded regions of the West.

In the West the wheat belt runs far up toward the Arctic. The farthest north will probably be found in the north and just east of the Rockies. The influence of the Chinooks, the warm winds of the Pacific, gives a moderate climate to the Hudson Bay coast. At Edmonton, which is itself some 750 miles north of the latitude of Toronto. A committee of the senate established the Hudson Bay coast as early on the shores of Great Slave Lake, 1,300 miles north of Toronto, as they do in Winnipeg, in the Peace River Valley the climate is pretty much the same as in Western Ontario, yet the Peace River is at its most southerly point over 1,000 miles north of Windsor.

The largest rush of immigration in Manitoba this year is in the Swan River Valley. This is the extreme north of the province, yet it is in the same latitude as the English midlands. Mr. Burrows, a member of the Manitoba legislature, reporting on this new district to Mr. Sifton on the 1st of March, says that the history of grain-raising in Manitoba for the last fifteen years demonstrates the fact clearly that altitudes have very much to do with summer frosts. The most successful districts in the province are those which lie at an altitude of from 800 to 1,300 feet above the sea level.

It is also known that in every case where a district is found to be subject to summer frosts in Manitoba, the land is found to be at a high altitude. At the Swan River Valley the land is 1,200 feet above the sea. Lieut.-Gov. Patterson of Manitoba, who went on a tour of inspection last fall over Hudson Bay and the northern coast, says that every Indian village of the Nelson river could have an excellent kitchen garden if he took the trouble to cultivate the land. The Nelson river enters Hudson Bay at York Factory, about latitude 57, some 300 miles further north than Moose Factory. Bishop Newnham is conducting his experiments.

Gronping all these facts together, it is not too much to claim that the wheat belt of Canada averages at least 500 miles in width by 2,000 on length, a greater stretch than any other part of the world, except Russia and Siberia, and possesses. The bulk of this tract of land lies west of Lake Superior, the barren lands north of that lake cutting the fertile portion of the Dominion into two distinct parts. Of the Great Western wheat-growing country Winnipeg is the commercial center. It is well known that the population upon the land has not kept pace with the growth of the country, and that the chronic growler could not in this instance accuse the farmers of putting a man's pants on a child's legs.

I would even go further and have a law so framed that no beast intended for food or sale should be slaughtered without a permit from recognized authority. This regulation would at least enable stock owners to find their property when wanted.

What Dr. A. E. Salter Says of Buffalo, N.Y. Gents.-From my personal knowledge, gained in observing the effect of your Shiloh's Cure in cases of advanced Consumption, I am prepared to say it is the most remarkable remedy that has ever been brought to my attention. It has certainly saved many from Consumption. Sold by Cyrus H. Bowers.

SUSPENSE AT MANILA. Admiral Dewey Clearing the Port of Neutral Shipping and Some Action Looked For.

London, May 31.-The owners of the British ship Genesta, which has been loading at Manila, have received a cable despatch, dated May 24, saying that Admiral Dewey has ordered the vessel to leave the port, from which it is conjectured that the American commander contemplated a visit to the Daily Telegraph from Manila, dated May 26, via Hongkong, says: "American warships are still in the bay, except a couple of the smaller ones, which are being used for patrol duty outside. Rear Admiral Dewey is losing men from disease almost daily. Smallpox and dysentery are said to be rife in the American squadron. Aguinaldo, the insurgent chief, has reached Cavite from the interior, and soon after his arrival went aboard one of the warships. He is working hard to gain over the rebels to the side of the Americans in view of active co-operation when Dewey's reinforcements arrive.

HIGGINS AND HAYWARD

The Ticket Endorsed by the Opposition Convention for Esquimaux Constituency.

The Ex-Speaker on His Recent Conversion-Mr. Hayward States His Platform.

Messrs. D. W. Higgins and W. H. Hayward were yesterday nominated at a convention held in the Colwood school, to contest Esquimaux district at the coming elections as standard bearers of the opposition. The meeting was attended by some fifty residents of the district and the city, and was presided over by Mr. Richard Phillips, while Rev. W. H. G. Ellison acted as secretary.

Prefacing his 40-minute address, Mr. Higgins drew a sad and thirsty picture of the blistered crops, dusty roads and gloomy faces he had noted in Metchoin on the occasion of his last visit to the district. These had told him, and he said that it was time for a change; and when he spoke of the farmers' bridges were not destroyed, that damages would be paid when woodpiles were fired by sparks from the locomotives, and that the cattle and sheep would be provided on the E. & N.

Mr. Hayward, who did not endeavor, he said, to speak as Mr. Higgins had done for five minutes. He would be tried and to the point. He first noticed an editorial paragraph in the Colonist concerning the Esquimaux election on the ground that their stake in the district was greater than that possessed by Mr. Higgins or himself. He had not intended to say that his home, his living, his wife and his child were here, and he would not admit that Mr. Pooley had a larger stake in the district than he himself. With regard to his platform, he had been accused of being a variegated politician, desecrating the government after giving it, which means he was against it. To this he would say that he had remained loyal to the government as long as he could, and that he was now in a province. He pointed to his rulings during his long term as Speaker in proof of his unvarnished fairness, and declared that he would not be a party to the division of the district into sections and that the work be placed more directly in the hands of the people. As to the Chinese exclusion, he said he had been heartily opposed to alien labor, and as to Mr. Pooley, he did not see how that gentleman could ever succeed in his defence of the coal mines. He was in twice fighting against their cause in the courts—once in the Coal Mines Precious Metals case. He maintained that coal miners should be compelled to take out free miners' licenses, for if they were not defended as just or equitable. He was opposed to land grants—the curse of this country and felt no regret that the land was given to the Island. Of course it was the people who had called upon the government to grant the land, and he would not be a party to the Torrens system in British Columbia. As to his being a disappointed applicant for cabinet honors, he would say that as long ago as in 1889 he had been offered the position of head of the chief department of the government, and had declined it. He had no desire for cabinet honor, but he would not have allowed the deficit to reach its present proportions, the rich men to escape taxation, and the poor to be oppressed (Mr. Higgins) to be lost to the government.

Quoting from files of the Colonist the late Speaker proceeded to show how nine years ago both government and opposition in the house had joined in recognition of the Torrens system in British Columbia, and how he had been the real introducer of the Torrens system in British Columbia, causing him to be read out of the party, and how he had since then had the opportunity to learn wisdom by experience and no more should be given. The government had since then had the opportunity of the public domain, as instance the allotment of the Nelson & Fort Sheppard grant to the absolute exclusion of the people and other things were in much the same position. He was in favor of all railways receiving provincial aid giving in return provincial control. He would like to see all roads owned or operated by the government, but he would not be a party to the present system of land assessment should be devised so that once in a while the owner of the land should be called upon to face and value be determined upon a legitimate basis—once every four years or so. He would not be a party to the present system of land assessment should be devised so that once in a while the owner of the land should be called upon to face and value be determined upon a legitimate basis—once every four years or so.

He denied emphatically that he had ever sought a constituency in the upper part of the province, and that he would die for Esquimaux, and took to himself the credit of having been indirectly responsible—by his declaration in Kootenay for an excellent conversion of favor against the introduction of Eastern line parties in British Columbia politics. As to his being a disappointed applicant for cabinet honors, he would say that as long ago as in 1889 he had been offered the position of head of the chief department of the government, and had declined it. He had no desire for cabinet honor, but he would not have allowed the deficit to reach its present proportions, the rich men to escape taxation, and the poor to be oppressed (Mr. Higgins) to be lost to the government.

Proceeding, Mr. Higgins asserted that he had done his duty in voting with the opposition in the house, and that he was in the government, although he grudgingly admitted that the government's Yukon railway bill carries the best terms with it that any railway charter in British Columbia has yet contained. Mr. Hunter had warmly opposed the government on that measure, but he had contented himself with the vote of the next day and practically said he didn't mean it. He would stick to the government despite his strong condemnation of the present administration. He would give very good reasons for doing so. When Mr. Hunter talked plainly to the government he was not read out of the party. Nor was he called an impertinent creel-chaw. "That was what happened to Mr. Forster, that brave little fellow who had been read out of the common coal miner to the position of a farmer, and who had seen fit to arraign Col. Baker for his land grabbing speculation. He was read out of the party, and he was called an impertinent creel-chaw."

Having expressed his determination to stand firm by his present declaration of principles, Mr. Higgins declared that strong forces were at work against him in the present contest, and even within the past two days an honest voter of Esquimaux had been approached by a cynical politician with the remark that "we've lots of money." Such attempts or threats fortunately would not count now that the people had a fair election act at hand, which they had never had before. "Thanks to that brave little fellow Forster, a farmer like yourselves, we have a fair election act at hand, which they had never had before."

What has been the experience of the last thirty years with regard to the improvement of hospital training and the manner by which it has been attained? This, however, is a matter which will be dealt with first by making the hospital a home, and for good young women, educated young women, and that is the first step to be taken. It is not enough to have a hospital, and next by raising the character of nursing into a genuine calling by which men can earn a honorable livelihood. Then from the hospital training school the plan for establishing training district nurses in Canada. With great interest I read the paper you have so kindly sent me. Let me gladly add myself as a witness of experience here to the great blessings which the trained district nurses have been to the sick and poor.

If you are able to maintain the high standard for your nurses which you have laid down, and succeed in attracting good young women to the work, there can be no doubt that it will go on and prosper. Difficulties and trials there may be, but the noble object, it is worth the expenditure of much labor and money. What has been the experience of the last thirty years with regard to the improvement of hospital training and the manner by which it has been attained? This, however, is a matter which will be dealt with first by making the hospital a home, and for good young women, educated young women, and that is the first step to be taken. It is not enough to have a hospital, and next by raising the character of nursing into a genuine calling by which men can earn a honorable livelihood. Then from the hospital training school the plan for establishing training district nurses in Canada. With great interest I read the paper you have so kindly sent me. Let me gladly add myself as a witness of experience here to the great blessings which the trained district nurses have been to the sick and poor.

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MISS FLORENCE NIGHTINGALE ON THE VICTORIAN ORDER. The following is a copy of a letter from Miss Florence Nightingale to the Countess of Aberdeen: London, May 3, 1898.

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MR. BELL-SMITH'S LECTURE.

Canadian Art and Artists the Subject of His Talk Yesterday.

Yesterday afternoon the little gallery on Douglas street in the Victoria theatre block, which has been the scene of the charming collection of water colors by Mr. F. M. Bell-Smith, was well filled with a most appreciative audience to hear the distinguished artist deliver his lecture on "Canadian Art and Canadian Artists."

The condition of art in Canada, 20 years ago, as described by the lecturer in an interesting manner. The account of the organization of the Society of Canadian Artists in 1877, the Ontario Society of Artists in Toronto in 1878, and the Royal Canadian Academy in 1880 was relieved with some bright little character sketches of the principal artists. Several stories were told in illustration of the subject and a most entertaining hour's talk was concluded with a brilliant and interesting reminiscence of the French-Canadian home life presented an excellent field for the painter's art. Mr. Bell-Smith has been complimented on all hands on the beautiful collection of his pictures, which are on the whole superior to anything of the kind seen in Victoria before. The sale takes place at 3 o'clock to-day and it will be a serious reduction in price for the Victorians if the artist is allowed to take away any of his pictures away with him.

MR. CARTHEW EXONERATED. Magistrate Macrae on the Preliminary Hearing Dismisses the Information.

Yesterday forenoon Magistrate Macrae gave his decision on the preliminary hearing of the case brought by the Explorers & Travellers, Limited, against Mr. J. A. Carthew with the result that Mr. Carthew was honorably discharged. The magistrate was very brief in his remarks, stating that he could find nothing in the evidence that would justify sending it to a higher court for trial. At the same time he expressed his regret that the delay in giving his decision, but this was unavoidable, it was on the previous day that he had received the transcript of the short hand report of the evidence.

"OUR NO. 1 HARD." What a Leading Miller of Australia Has to Say of Flour Manufactured From Manitoba Wheat.

Mr. Wise, one of the leading millers of Australia, who is visiting Canada, stopped a few days at Banff Springs recently and there met Mayor Andrews of Winnipeg, who has been spending some weeks at the Sanitarium. Speaking of Manitoba flour, Mr. Wise said the name of the province was quite familiar to the millers of Australia, being associated with the flour which came from them from Canada, and which was very widely used in Australia. He said that the flour manufactured by the Ogilvie Milling Company of Manitoba No. 1 hard, was of the best quality which could not be found elsewhere on the face of the earth. He was giving Manitoba a prominence as a wheat growing province which other wheat producing countries might be envious of. The standard of excellence in the Ogilvie flour was such that it was not only a standard of excellence in the Ogilvie flour, but it was also a standard of excellence in the flour of the province of Manitoba, and to every individual within its borders. To every Free Press.

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FRASER VALLEY DYKES

The Great Area They Make Safe for the Operations of the Farmer.

How Government Aid Has Made a Success Where Private Effort Failed.

The problem of converting the 100,000 acres odd in the Fraser valley, which are more or less influenced by overflow and the action of tidal waters into cultivable lands, has been one confronting the settlers of New Westminster district ever since settlement was first effected.

Perhaps in no part of Canada and certainly not in British Columbia can there be found more fertile lands than exist in this delta valley, and it would be difficult otherwise to find anywhere conditions more favorable to agricultural success.

Many of the efforts have been made in the past, but owing to the uncertainty of the seasons and the flooding of the Fraser river, these have been more or less failures as a private enterprise.

After the floods of 1884 the government turned its attention to dyking matters in the hands of the commissioners.

Under the original condition of the lands and the various stages which have led up to the present completion of the enterprises.

ORIGINAL CONDITION OF LANDS. The lowlands were of great agricultural and pastoral value, but were rendered valueless from overflow except as pastured grounds.

COMMISSIONERS' SCHEME. Name of District. Est'd Interest. Annual Int. S. F. An. S. F. Payable. Rate. Able.

Maple Ridge. \$185,394 6 per cent \$11,129 2/3 \$4,786 Pitt Meadows. 115,742 6 " 6,944 1/4 1,381 Matsqui. 106,445 6 " 6,487 1/4 1,330

Maple Ridge. 185,394 3/4 " 6,488 1/4 2,780 Coquitlam. 115,742 3/4 " 4,081 1/4 1,796 Matsqui. 79,398 3/4 " 2,798 1/4 1,159

RELATIVE VALUE OF LANDS. It is impossible to state what the value of the lands contained in the various areas affected will be, but a careful estimate places it on an average at \$50 per acre.

GENERAL ADVANTAGES. Here may be pointed out some other advantages of an important character to be obtained under government supervision and control.

places the work being carried on by the commissioners under government supervision. In the same year much of the old dyke broke away but the gates stood.

ESTIMATED COST. The estimated cost of Maple Ridge, Coquitlam, Pitt Meadows and Matsqui has already been given. The other sections are as follows:

Chilliwack. \$131,000 Agassiz. 50,000 Curran. 27,000 Surray. 19,720

FIGHTING FOR FOOD. Supplies intended for Spanish Troops Carried Off by Raiding Insurgents.

London, May 30.—A despatch to the Standard from Key West says: Intelligence has been received from Cuba that portion of the army of Gen. Maximo Gomez, consisting of 300 cavalry and 500 infantry, on Saturday at daylight attacked, captured and held for two hours the town of Remedios in the province of Santa Clara.

FINANCIAL AND ECONOMIC FEATURES. The advantages to be derived from the undertaking of these works by government wholly under its own direction and control is very great as the statement following will show.

A NEW MAN. Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant was literally untrue, and he regretted to say the lie had been sworn to.

PAINE'S CELERY COMPOUND. Gave Him a Fresh Existence. He Had Endured Years of Misery and Agony.

It is the Medicine for You, Poor Sufferer. You Cannot be Disappointed if You Use Paine's Celery Compound.

WELLS & RICHARDSON CO. Dear Sirs:—I can conscientiously recommend Paine's Celery Compound to all who are suffering from dyspepsia and liver trouble.

It is reported from New London, Conn., that the steamer City of Worcester, Capt. Ward, of the Norwich line, on Saturday night ran hard upon a coral reef during a thick fog.

TEN YEARS OF RHEUMATIC TORTURE Had Sapped all Joy from Life, but South American Rheumatic Cure Proved the Life Saver.

For over ten years I was a great sufferer from rheumatism. I tried many remedies and was treated by several medical men, but nothing gave me any hope of a cure.

Ask your grocer for Paine's Celery Compound. For Table and Dairy, Purest and Best.

Annual Sales over 6,000,000 Boxes BEECHAM'S PILLS FOR BILIOUS AND NERVOUS DISORDERS

Weak Stomach Impaired Digestion Disordered Liver IN MEN, WOMEN OR CHILDREN

And has the LARGEST SALE of any Patent Medicine in the World, at all Drug Stores.

EPPE'S COCOA ENGLISH BREAKFAST COCOA Possesses the following Distinctive Merits:

DR. J. COLLIS BROWNE'S CHLOROXYNE. Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne.

What better can you drink than JOHN JAMESON & SONS' DUBLIN WHISKEY

Expectation That Mutual Concessions Will Result in Settlement of International Difficulties.

Washington, May 30.—The Canadian negotiations which have been in progress here for the past week were concluded to-night, when a definite agreement was reached for the creation of a commission which shall consider all the subjects of controversy between the United States and Canada and frame a treaty between the imperial government and the United States for the complete adjustment of these controversies.

NOTICE—Ninety days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land in Cassiar District: Commencing at a post marked "J. Tallmire's N. E. corner post," running thence north 40 chains; thence east 40 chains; thence south 40 chains; thence west 40 chains; containing 640 acres.

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CERTIFICATE OF IMPROVEMENTS.—NOTICE—"Tye" mineral claim situate in the Mining Division of Victoria District.

NOTICE—"Herbert" mineral claim situate in the Mining Division of Victoria District. Where located: On the west side of Mount Sicker.

NOTICE—"L" mineral claim, situate in the Mining Division of Victoria District. Where located: On the west side of Mount Sicker.

NOTICE—Ninety days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres more or less of land situate on an island formerly pre-empted but now abandoned by the late Capt. James Somers.

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NOTICE IS HEREBY given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situate in the District of Cassiar, B. C.

NOTICE IS HEREBY given that two months after date I intend to apply to the Chief Commissioner of Lands and Works to purchase six hundred and forty (640) acres more or less of land situate in the Cassiar District in the Province of British Columbia.

NOTICE IS HEREBY given that one month after date I intend to apply to the Chief Commissioner of Lands and Works for a license to cut and remove timber and trees from a tract of land situate in the Cassiar District in the Province of British Columbia.

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LOOKING FOR THE BEST

Naval Constructors Eagerly Await the Result of a Meeting of Modern Fleets.

Latter Day Appliances of Naval Warfare to Have Their First Serious Trial.

All the world will watch intently for a great naval battle, because the machinery for fighting upon the sea, which has been devised and developed in the last thirty years, has never been put to a serious test.

First the new warship was an "iron-clad," and assumed unwieldy proportions. The British Infexible, which was launched in 1876, carried a belt 24 inches thick, and the huge battleships of Italy of a little later date were protected with 22 inches of iron armor.

This improvement in armor plates, giving better protection with diminished weight, accompanied by new inventions in boilers and engines, made possible a much higher speed and greater facility in handling vessels of vast size.

The cast-iron gun, with its smooth bore leading to the muzzle, was but a thing of the past. Cheaper steel became the chief material of naval ordnance, first as a core within a jacket of wrought iron, and finally as the body of the deadly tube.

Year after year the emulation of inventors improved the machinery, and factor or another of the great problem of naval warfare, while no naval battles took place, and each new battleship or cruiser was supposed to show some new advance.

During all this time, tests have been almost wholly experimented without the conditions of actual battle. Armor plate has been tried in the form of targets set up on shore or on floats, and guns, explosives and projectiles have been tried by firing at such targets.

Now the armor of the battleships is 10 or 12 inches thick, and the heaviest guns rarely have a caliber exceeding 12 inches, while once they have 16, but the armor plate of the modern gun is greater than ever before, and the power of the new breech-loading rifle, handled by machinery, is something not dreamed of in the generation of the muzzle loader.

In the somewhat famous battle between the navies of Chile and Peru in 1879 the Hunacar was caught between two fires from the Blanco Encalada and the Almirante Cochrane and forced to surrender, but what were these vessels of the primitive days of armordade? The Hunacar was of but 2,100 tons displacement, and a speed of 18 knots.

ment of only 3,480 tons each and a speed of thirteen knots. Their armor plate was 9 inches thick on the sides, tapered to 4 1/2 at the ends, while the central battery was surrounded by an 8-inch shield.

The British reduction of the forts of Alexandria in 1882 was an equally unassisted and indecisive affair. There were practically no harbor defenses in the bay, and the forts on shore were comparatively insignificant. The main defense was inferior to that of the British fleet, in which the most formidable vessel was the old Indeflexible, with her 24 inches of iron armor and her 16-inch guns.

The nearest approach to a test of naval fighting appliances came in the battle of the Yalu, or of Hai-Yan-Tau, in the war between China and Japan, in 1895, but how far this battle was from a serious test can be seen by briefly recalling the events and the forces engaged.

Under date of May 30, H. Macklin sends the following from Galiano: "Of two evils choose the least," was the motto of the British fleet commander held on Salt Spring Island a few weeks ago for the purpose of selecting a candidate to oppose the present government.

So the navies of Spain and of the United States, which rank in power far below those of Great Britain and France, and which contain some of the latest and most improved machinery, are each other for the great experiment that may test the fighting machinery of modern warfare on the open sea.

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PROTECTING PACK HORSES.

Canadian Police Make the Klondikers Treat Their Horses Humanely.

G. I. Cline, of Tacoma, who was a passenger from Dyea by the Seattle has been remaining in Canada for a long time. He was over at Laek Bennett on May 26 and says that he is sure by the state of the ice then that navigation of the river will start before June 12.

A WISE MOTHEL. When always have well-tried and reliable remedy in the house for scalds and burns, accidents are liable to occur at any time, and the best remedy is at hand.

Political Notes.

Our Chilliwack correspondent writes as follows: Mr. Vedder, M.P.P., returned from Victoria the day that dissolution took place. A few days after Mr. Forster joined him. It seems Mr. Vedder's position here is somewhat similar to that of Mr. Forster in the Delta.

The delegates elected during the past week or two by the several districts making up the constituency of Esquimalt are to meet in convention this afternoon at 3 o'clock at Colwood, to formally place candidates in nomination.

Supplies for the North. A Nanaimo despatch states that W. W. B. McInnes, who has announced himself as a candidate for the provincial house will be nominated for Nanaimo.

Government Ambition to Raise the Herds to Three Hundred Thousand Head. (Skegway Daily Alaskan, May 11.) To-day we had a talk with A. J. Killman, of the Interior Department, in charge of the Teller experimental reindeer station on Behring Strait.

What is the rate of freight per ton to be paid for the transport of stores and goods from the Yukon to the Yukon? This is the question asked for the transport of these stores and goods?

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opinion than that the former leader of the party now declares that he finds it no longer possible to support the stand taken by the opposition in the legislature, and has therefore decided to stand as an independent member.

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are building or fitting out steamers upon the western coast of this country were not yet prepared to enter into this contract of carriage in the transportation. They may be able to do so at a later period, but they were not able to do so at the time the government sought these tenders.

Hon. Mr. Macdonald (B.C.)—I have to thank the honorable minister for his very clear and concise answer to the questions which I have asked. My first question was in a Seattle newspaper relating to a letter on the Dominion government casting a slur on the towns of Vancouver and Victoria as not being the proper place to buy stores and get supplies and establishing a base of supply for the Yukon.

Hon. Mr. Macdonald (B.C.)—I see also that the rate of freight allowed is simply enormous. Hon. Mr. Templeton—Did I understand the honorable gentleman to say the Canadian Pacific Navigation Co.?

Hon. Mr. Macdonald (B.C.)—I say that the Canadian Pacific Railway Company were prepared with their steamers to carry these stores from Vancouver or Victoria to the Yukon. I do not know how far up—probably Fort Selkirk. And mentioning Fort Selkirk reminds me that we were told, by a gentleman who was formerly in the Mounted Police, Dr. Williams, that Dawson City might be swept out and captured and the whole country carried away before you could round up with Fort Selkirk.

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England has been more ready, after all, to recognize the logic of democratic principles. It is a timely query to make, why English and Irish women who are qualified to vote in their own country should be disfranchised if they choose to remove to the United States.

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