HINE
RNACE

When you retire you
ow your house will be
fortable during the
hours if you have a
hine" in your cellar.
burn all night without
coal, and in the morn-
nly pull up the damper
quick, strong fire, and
e from garret to cellar

fuel saving features not
should examine them

Booklet free.

ry's

EAL, WINNIPEG,
HAMILTON.

Agent

y
ncheons
AND
Sunday night Suppers
There are lots of times
when you don't want a big
meal—or have not the time
to cook it. That is the
convenience of
Laing's
Canned
Meats
Something tasty for every
appetite. Fine for quick
the menu when unexpected
That will give you a hint
r grocer's.
Co., Limited Montreal

ING'S LOADS ONE
BIG SHIP EVERY WEEK

Vessels From B. C. Tak
umber Cargoes Within
Month.

Hastings sawmills, the grea
producers of British Columbia
of the largest lumber exporter
North American continent, wil
mplete the loading of the fourth
essel inside of a month, destined
mber for distant parts of the
ays The Province.
British ship Pass of Leny, now
in the stream waiting to se-
full crew, finished taking on
nillion feet the last week in June
petown. Capt. Thomas, com-
of the ship, received orders from
orters to secure the bet lumber
and, being acquainted with the
of the virgin forests of British
, came direct to this Province
argo.
United Kingdom is the largest
of British Columbia lumber in
d. So well known and exten-
sed is the local product there,
eral vessels a month come and
down to the Plimsoll mark
ight marked U. K. The British
Duchalburn and the British ship
de are both consigned to the
Kingdom. The first is loaded
712,000 feet, and will sail on
hursday, and the second vessel
sh a cargo of 1,350,000 feet on
inst.
er lumber carrier to depart this
the American barque Make-
This barque will take 1,100,000
Japan to be used in building
in one of the large port cities.
s well as the United Kingdom,
the superior quality of British
a article, and each year finds
eases in the amount of lumber
from British Columbia to the
Empire. South America, too,
being endowed with plenty of
to supply her lumber markets,
patron of no mean calibre for
ippers. Her value as a support-
e lumber industry of this Prov-
ery important, as is also that of
has practically just been tap-
d as her commerce increases,
ps will be sent from there here
lumber cargoes.

ERE KIDNEY TROUBLE.
Geo. Lawson, Consecon, Ont.,
Dr. Chase's Kidney-Liver Pills
y cured me of constipation,
sm, stomach troubles and a very
dney trouble after years of suf-
I am now sixty-eight years of
very grateful for what Dr.
Kidney-Liver Pills have done for

meeting adjourned.

The Semi-Weekly Colonist.

VOL. XLVIII., NO. 19 VICTORIA, B. C., TUESDAY, JULY 17, 1906. FORTY-EIGHTH YEAR.

LIKELY CEASE ALL SEALING

Important Negotiations are Being Carried on by Britain, U. S and Japan.

BUY CANADIAN INTERESTS

demnification of the Sealers For the Loss of Their Business.

NEWS has reached Victoria that negotiations are being carried on and approaching conclusion whereby an agreement will be reached between Great Britain, the United States and Japan for the further restriction of pelagic sealing, probably for the cessation of the industry on the basis of the purchase of the Victoria and Hakodate sealing fleets and the indemnification of the sealers for the loss of the business.

For some time past those interested in fur sealing have noticed that the general trend of events pointed to negotiations pending for the arrangement mentioned, and the last feature of the situation has been the announcement, made a few days ago in these columns, that Japan had decided to enact legislation for the restriction of pelagic sealing.

The negotiations were entered into at Washington between the United States secretary of state (now on a trip to South America, in consequence of which the negotiations have been suspended) and Sir Henry Durand, the British ambassador to Washington. As far as can be learned, the local sealing interests were not consulted in any way regarding the negotiations. It is understood that

A Tentative Agreement

has been reached by the officials at Washington, involving the probable purchase of the Victoria sealers by the United States government, and the details of the arrangement will be worked out by a small special commission. It is probable that Canada will be invited to appoint a representative to attend this commission, to consist of representatives of Britain, the United States, Canada, and probably also Japan.

One condition of the sealing settlement, it is understood, will be the cessation of all seal killing on the rookeries at the Pribyloff Islands for one year, except such as may be necessary for the support of the natives. When the terms of the agreement have been drawn up, the leading maritime nations of the world, more especially those interested in pelagic sealing—of which Japan stands the most prominent after Canada and the United States—will be asked to stamp the measure with approval and adhere to its conditions. It is believed that Japan will join with the other two nations more directly interested in pelagic sealing in this agreement. Several years ago a representative was sent from Japan to Washington, and a similar arrangement was then discussed and the Japanese representative agreed to it, provided that Great Britain would also prohibit pelagic sealing.

The cessation of seal killing on the rookeries of Behring Sea, even for one season, together with the prohibition of pelagic sealing following the purchase of the schooners and indemnification of the hunters, would cause a considerable advance in the price of sealskins, which are already quoted at higher prices than they have ever brought in the

History of Sealing

The United States representative in the negotiations, it is understood, contended for the complete cessation of pelagic sealing, and to this end the sealing vessels and outfits will be purchased and the owners indemnified for loss of business. Whether this has been absolutely agreed to is not known. The British representative, Sir Henry Durand, is said to have contended for the cessation of killing on the rookeries for a period, and it is stated acquiescence to this condition was absolutely necessary to prevent the failure of the conference. It has been shown by all experts, other than those prejudiced persons who have been to the islands and have reported only in the interests of lessees, that the close yearly killing of the seals has caused a dwindling of the herds to a far greater extent than pelagic sealing.

Before the United States secretary of state decided to start on his trip to South America on board the U. S. S. Charleston it was generally understood that the negotiations for the revision of the sealing regulations would be completed before the end of July, but it is believed the completion of the matter has now been delayed for a time. It is not believed now that matters will be completed until shortly before the next congress is convened at Washington in December, and the sealing schooners will go out on the coast cruise next season, if not

To the Behring Sea

When the step was proposed—it was first mooted some years ago—a circular letter was sent to all the leading maritime powers requesting them to unite with the two parties to the present negotiations, and it was expected that a meeting would take place for the consideration of the matter about three years ago. Owing to the Russo-Japanese war, however, the negotiations with Russia and Japan, two of the countries most interested after Canadian and American interests are considered, a postponement was made of the negotiations.

Because of the engagement of the Japanese in reorganization and postbellum enterprise the Japanese and Russian arrangements have been withheld for the time and the attention of the British and United States representatives to the negotiations has been directed to completing an arrangement whereby the Canadian rights would be secured, and then, after a deal was made to this effect a general treaty will be sought with the other powers interested, the treaty arranged between Great Britain and the United States prepared for the signatures of the other powers interested in the preservation of the seal herds. This would guarantee the enforcement of

The Amended Regulations

with the general approval of maritime nations it is easy to see how sealers who are prevented from seal hunting on the high seas under the flags of the nations agreeing to the convention can secure the registry of their vessels under the flags of the nation not a party to the arrangement and continue pelagic sealing. When the United States prohibited its citizens from engaging in pelagic sealing when the anti-sealing laws were passed many years ago, prior to the year of the seizures of Victoria sealers in Behring Sea for which illegal act the United States afterward paid $425,000 to the Victoria sealers, many United States citizens went to Japan and bought Japanese sealing schooners which were operated nominally under Japanese ownership and under the Rising Sun flag although the profits in reality went to enrich United States citizens who were temporary residents of Japan.

It is learned in connection with the negotiations at Washington that strong pressure was brought to bear upon the United States by those interested in the lease of the rookeries in Behring Sea in opposition to the agreement to the cessation for at least one year of seal killing on the islands. The British ambassador, however, is understood to have presented this matter practically in the form of an ultimatum, and had the condition not been acceded to negotiations would there and then have been abandoned. The British ambassador pointed out with emphasis that without cooperation in this sense on the part of the United States and international agreement for the cessation of pelagic sealing would be useless.

It seems that some influential United States senators who visited the

Pribyloff Islands

when taken north by the United States steamer Grant in 1903 had formed ideas in respect to the necessity of the temporary cessation of killing on the rookeries for a period on similar lines to the suggestion made in the condition requested by the British ambassador and the speeches made in the United States senate by these senators were quoted in support of the arrangement. In furtherance of the argument Sir Henry Durand also quoted the report of Dr. Stejneger, with regard to the suggestion that there be cessation of killing of seals on the Commanderofski or Copper islands, then owned by Russia, for the space of one or two years. The Pribyloff seal rookeries are at present leased by the North American Commercial company. The lease expires on March 12th, 1910, practically four years hence. For a twenty-year lease the Commercial company paid to the United States government the annual sum of $60,000, and in addition to this sum a tax of $2 and a levy of $6.62 1-2 for each fur sealskin shipped from either St. George or St. Paul islands. In addition to this the sum of 50 cents per gallon is paid to the government for oil made from the seal carcases. There are also

Regulations in the Contract

of the company for the furnishing of the natives with dried salmon and salt, 80 tons of coal annually, to keep the native dwelling in repair, and to provide teachers for schools and preachers for the village church, as well as medicines and medical treatment.

The Pribyloff island rookeries are at present the most important in the world, and the Commanderofski islands of the Kamchatkan coast are next in importance. There are also rookeries on Robben island, off the Saghalien coast and on Jonas island in the north of the Okhotsch sea. Some smaller rookeries are located off the Argentine coast and years ago there were large rookeries in the South Shetlands. Some few sealers are also taken from Galapagos island in the South Pacific.

YOUNG INDIAN HEROES.

Two Boys Save White Men From Drowning Under Tragic Conditions.

A tale of an heroic rescue by Indian boys comes from Burton City, near the narrows between the Arrow lakes, says The Nelson Canadian.

Cloyd Reveller, a young man resident near there, was coming down the river in a bark canoe, when the swirl of the waters upset his canoe and swamped it, leaving him many yards from shore and almost in a whirlpool. He struggled as long as he could, but sank three times.

His struggle was seen from the cliff above by two Indian bo— of 15 years, the sons of Kootenay Louis and Chief Baptiste. As Reveller sank for the third time the boys dove from the cliff, swam beneath him and brought him to the surface. He was a dead weight, and it cost the boys a long, hard fight against the powerful currents to bring his lifeless body to the shore.

They at once sought the help of Samuel Walker, rancher, and Kenneth Burnett, of Rossland, surveyor, who happened to be near. The boys had some difficulty in explaining the situation, and finally took each an arm of Mr. Walker and hurried him to the shore where Reveller's body lay.

Messrs. Walker asd Burnet at once began efforts at resuscitation. They stripped Reveller, sent the boys for a barrel, and rolled him on it. They forced his mouth open and drew his tongue out, worked and chafed his arms, pressed the water out of his body and the cramps out of his arms and legs. Many times their task seemed hopeless, but they worked on.

At last, after three-quarters of an hour of excessive toil, a slight motion was perceptible. Slowly the color returned to Re[illegible] cheeks, and suddenly he rose, little the worse for his narrow escape.

The white men of the neighborhood are enthusiastic in praise of the gallantry of the Indian lads, and an effort will be made to secure for them the medal of the Royal Humane Society.

HIGH SCHOOL EXAMINATIONS

All Entrance Results For the School Year Have Just Been Announced.

A DECIDED IMPROVEMENT

General Results are Much in Advance of Former Years.

BELOW will be found the results of the High School entrance examinations for the school year just closed. The work generally shows a decided improvement over that of former years.

Examinations were conducted at the following centres:

Chilliwack—Number of candidates, 28; passed, 10.
Cumberland—Number of candidates, 17; passed, 7.
Grand Forks—Number of candidates, 6; passed, 6.
Kamloops—Number of candidates, 18; passed, 7.
Kaslo—Number of candidates, 10; passed, 3.
Ladysmith—Number of candidates, 14; passed, 7.
Nanaimo—Number of candidates, 26; passed, 16.
Nelson—Number of candidates, 26; passed, 24.
New Westminster—Number of candidates, 64; passed, 49.
Revelstoke—Number of candidates, 20; passed, 16.
Rossland—Number of candidates, 13; passed, 11.
Vancouver—Number of candidates, 252; passed, 162.
Vernon—Number of candidates, 8; passed, 4.
Victoria—Number of candidates, 141; passed, 87.
Total number of candidates, 643; total passed, 409.

The pass lists of the Girls' Central school, New Westminster, and of the Central school, Nelson, were particularly gratifying.

The fifteen bronze medals annually donated by His Excellency the Governor-General have been won by the following:

Cumberland—Vera L. Collins.
Fernie—Viola White.
Grand Forks—Ida Hartinger.
Kamloops—Maude H. Davies.
Kaslo—Clara M. Stephenson.
Ladysmith—Margaret F. Glenn.
Nanaimo—Percy Chadwick.
Nelson—Richard M. Ferguson.
New Westminster—Doris L. Clute.
Revelstoke—Charles Gordon.
Rossland—Eva M. Doell.
Trail—Delbert C. Brown.
Vancouver—Merrill Des Brisay (Roberts school).
Vernon—Jessie M. Kennedy.
Victoria—Thomas G. Norris (Boys' Central school).

The following are the pass lists:

Chilliwack Centre

Total number of candidates, 28; passed, 10.

Chilliwack—Number of candidates, 5; passed, 0.

Camp Slough—Number of candidates, 4; passed, 2. Sarah E. Munro, 582; David Chapman, 550.

Cheam—Number of candidates, 2; passed, 0.

Chilliwack (East)—Number of candidates, 2; passed, 1. James E. Brett, 708.

Chilliwack (South)—Number of candidates, 2; passed, 2. Bertha Cairns, 623; Jeannie E. Forbes ,616.

Fairfield—Number of candidates, 3; passed, 1. Frank W. Webb, 550.

Lotbiniere—Number of candidates, 2; passed, 1. Garnet E. Willis, 550.

Rosedale—Number of candidates, 3; passed, 1. Lais Tribe, 560.

Sumas—Number of candidates, 3; passed, 0.

Sumas (South)—Number of candidates, 2; passed, 2. Catherine E. MacLeod, 651; Hugh M. MacLeod, 606.

Cumberland Centre

Total number of candidates, 17; passed, 7.

Comox—Number of candidates, 2; passed, 1. Illa McCann, 599.

Courtenay—Number of candidates, 1; passed, 1. Alexander H. Urquhart, 626.

Cumberland—Number of candidates, 12; passed, 5. Vera L. Collins, 677; Lillian M. Grant, 640; Wilfrid E. Christmas, 634; Kenneth T. Stewart, 603; Marjorie O. Dowdall, 569.

Sandwick—Number of candidates, 2; passed, 0.

Grand Forks Centre

Total number of candidates, 6; passed, 6.

Grand Forks—Number of candidates, 6; passed, 6. Ida R. Hartinger, 789; Mary R. S. Clement, 730; Margaret Kennedy, 612; Katie Hoffman, 595; Mabel Broten, 587; Amy Disney, 583.

Kamloops Centre

Total number of candidates, 18; passed, 7.

Campbell Creek (South)—Number of candidates, 1; passed, 1. Mary McLeod, 566.

Kamloops—Number of candidates, 10; passed, 3. Estella McNabb, 589; William Walkley, 589; Elsie M. C. Howell, 557.

North Thompson (West)—Number of candidates, 1; passed, 0.

Rose Hill—Number of candidates, 2; passed, 1. Edwin W. Greer, 628.

Miss Beattie's (private)—Number of candidates, 3; passed, 2. Gladys Bailey, 671; Rosabell E. Homfray, 603.

Clare High School, Michigan—Number of candidates, 1; passed, 0.

Kaslo Centre

Total number of candidates, 10; passed, 3.

Kaslo—Number of candidates, 10; passed, 3. Clara M. Stephenson, 730; Brooke J. Stephenson, 617; Margaret E. Garland, 585.

Ladysmith Centre

Total number of candidates, 14; passed, 7.

Extension—Number of candidates, 7; passed, 2. Janet Galloway, 570; Ruth M. Gordon, 566.

Ladysmith—Number of candidates, 7; passed, 5. Margaret F. Glenn, 708; Blanche Bryden, 640; Sarah M. Dunsmuir, 589; Agnes H. Crossan, 583; Lola Hutchison, 550.

Nanaimo Centre

Total number of candidates, 26; passed, 16.

Cedar (South)—Number of candidates, 2; passed, 0.

NanaimoNumber of candidates, 22; passed, 16. Percy Chadwick, 743; Frank Cartwright, 658; Catherine M. McMillan, 644; Vaughan McP. Galbraith, 636; Arthur G. Holland, 619; Hulda M. Maki, 603; Annie R. Gillies, 594; Edith H. Calbick, 594; Allan H. Hawthornthwaite, 594; Eva Vawden, 593; Jennie Oster, 592; Reginald W. Bryant, 588; Sada St.C. Caldwell, 580; Mary Pender, 576; Adelaide R. McKinnon, 566; Oswald Wardell, 553.

Vesuvius—Number of candidates, 2; passed, 0.

Nelson Centre

Total number of candidates, 26; passed, 24.

Nelson—Number of candidates, 22; passed, 22. Richard M. Ferguson, 822; Annie Mastberg, 764; Irene Gibson, 752; Mary Rutherford, 687; Winnifred Baer, 673; Henry Svoboda, 627; Hazel McArthur, 664; Robert Swartz, 659; James McCandlish, 650; Edith Middleton, 648; Percy Grizzelle, 646; Ernest Matthew, 637; Clara Barkley, 634; Myrtle Traves, 629; John C. Thornicroft, 627; Isabelle Montgomery, 625; Nora Paterson, 617; John Darough, 614; Lena Fish, 602; Edith Manson, 598; Walter Truswell, 593; Harry Ferguson, 575.

Salmo—Number of candidates, 1; passed, 1. Rheta Bennett, 653.

Ymir—Number of candidates, 3; passed, 1. Vera MacLeod, 561.

New Westminster Centre

Total number of candidates, 64; passed, 49.

Boys' Central—Number of candidates, 19; passed, 19. Charles P. Creighton, 813; Douglas Wright, 745; Aurdy Holmes, 700; John Davidson, 691; Horace McDonald, 672; Victor DeBeck, 668; Clifford Adams, 645; J. Lewis Sangster, 642; Ernest W. Bacchus, 636; Dean Maxwell, 632; Ralph Hood, 624; Harold Hoffard, 619; John Disney, 617; Clarence Ackley, 611; James Forrester, 573; William Wolz, 559.

Girls' Central—Number of candidates, 28; passed, 28. Dorothy E. Wilson, 769; Mariam E. Wilson, 768; Mary K. Dockrill, 755; Rhoda C. Coatham, 707; Nora E. Dockrill, 681; Mona F. Macdonald, 677; Alice S. Cerbett, 674; Christine E. Budge, 673; Margaret McNiven, 666; Leila A. Wintemute, 664; Hazel E. Boutilier, 660; Mariam Elley, 660; Violet E. Page, 651; Edna M. Butters, 646; Elsee L. Emett, 644; Norma B. Hoy, 627; Minnie H. Dougherty, 621; May E. Richmond, 618; Alma E. Lewis, 608; Catherine G. Peebles, 603; Annie G. Croll, 602; Ida M. Bryson, 601; Bernice M. Cook, 587; Reita S. Gilley, 584; Marian McNee, 581; Iola L. Fisher, 580; Elizabeth J. Dunlop, 564; Annie E. Imlah, 550.

Westside—Number of candidates, 8; passed, 2. Alice M. Day, 679; Mildred J. O'Connor, 560.

Rural Schools

Barnet—Number of candidates, 2; passed, 0.

Steveston—Number of candidates, 2; passed, 0.

St. Ann's Convent (private)—Number of candidates, 5; passed, 3. Mary McDonald, 635; Sophia Nelson, 594; Annette Elchinko, 566.

Revelstoke Centre

Total number of candidates, 20; passed, 16.

Revelstoke—Number of candidates, 20; passed, 16. Charles W. Gordon, 707; Ephriam Smith, 700; Ralph Bell, 691; Arthur Caley, 670; Erie Coursier, 662; Elsie Hooley, 651; Kathleen Fraser, 631; Agnes Blackberg, 626; Ethel Blackberg, 618; Alma Burget, 616; Flora MacRury, 609; Sidney Robbins, 604; Edwin Hyatt, 594; Frederick Young, 588; Eva Thompson, 574; Annie Corson, 560.

Rossland Centre

Total number of candidates, 13; passed, 11.

Rossland—Number of candidates, 12; passed, 10. Eva M. Doell, 657; Harry A. Wert, 652; Mildred McLean, 645; Olga M. Freeman, 641; Maude Michaely, 634; Daunel McLean, 624; Benjamin Morgan, 620; James W. Twaddle, 608; Hugh S. Jones, 587; Irene Lewis, 550.

Trail—Number of candidates, 1; passed, 1. Delbert C. Brown, 634.

Vancouver Centre

Total number of candidates, 252; passed, 162.

Central—Number of candidates, 26; passed, 12. John Stewart, 701; Bessie Grossman, 631; Bertha Hosang, 616; Mamie Gosse, 615; Mamie Blackburn, 604; Ethel Peterson, 597; Reggie Pilling, 587; Kathleen Armitage, 581; Ernest Fitzgerald, 568; Irene MacLennan, 568; James Massey, 559; Genevieve Henderson, 550.

Dawson I.—Number of candidates, 29; passed, 16. William B. Burnside, 666; Rachel Shaw, 654; Richard C. Farrow, 630; Rona I. McRae, 629; Karl R. Berry, 616; Angus McDougall, 615; Clara Watson, 611; Sidney G. Baldwin, 601; Mamie Harris, 600; Zae Rhinehart, 595; Edith C. Forrist, 595; Clarendon R. Young, 592; Marguerite I. Richdale, 586; Harold Cook, 575; Jean McGillivray, 569; Elizabeth Whitehead, 568.

Dawson II.—Number of candidates, 21; passed, 10. Robert H. Doble, 777; Arthur L. Wright, 667; Irma Gordon, 642; Roy L. Scoullar, 640; Augusta Hewitt, 627; Charles H. McTavish, 573; John Fraser, 554; Edgar W. McMillan, 552; Cleaver H. Hughes, 552; Stanley Findlay, 551.

Fairview—Number of candidates, 24; passed, 21. Annie Gay, 717; George Doidge, 716; Fred Boyle, 710; Cyril Frederickson, 704; Hurbert L. Perkins, 693; Marion Otton, 680; Ruth Clark, 669; Gordon Kearns, 654; Evelyn Little, 644; Ada May Milton, 639; Thomas H. Smith, 625; Henry Skaling, 614; Robert I. Knutson, 608; Edith Ray, 607; Loretta Skaling, 607; Louis Wilson, 602; Lydia M. Brooks, 581; Maude Bell, 579; Albert Wright, 578; Agnes M. Davey, 575; Mary E. Cook, 573.

Mount Pleasant I.—Number of candidates, 29; passed, 24. Rarwin Hunt, 723; Blanche Balkwell, 710; Ben Howell, 702; William Ker, 697; Maud Frazier, 655; Maud Amos, 647; Bella Morton, 641; Herbert Drost, 624; Mabel Luke, 624; William Mounce, 623; Andrew Graham, 612; Percy Gill, 611; Grace Stone, 609; Adelaide Jones, 608; Josephine Walter, 607; Ethel McCubbin, 603; George Mitchell, 591; Lena Green, 587; Vera Fenton, 586; Clinton Dougan, 569; Isabella Schweisinger, 563; Ruby Alexander, 560; Laure Cousins, 560; Percy Lee, 559.

Mount Pleasant II.—Number of candidates, 17; passed, 9. Lewis T. McLellan, 625; William McMorran, 622; Roy Murphy, 622; Lydia E. Gillies, 582; William A. Dunlap, 575; Hazel L. McLachlan, 569; Olive E. J. Cousins, 568; Alberta Balfour, 567; May D. Wilson, 567.

Roberts—Number of candidates, 28; passed, 23. Merill DesBrisay, 828; Harold, Northrop, 747; Percy Carr, 739; William Roedde, 729; Grace Le Messurier, 716; Sidney Miller, 695; Fred Holland, 678; Rex DesBrisay, 655; Swinburne Kayll, 646; Douglas Scott, 638; Ward Greer, 632; Gladys Clarke, 626; Ivy Jenns, 619; Clovis Morgan, 616; Emmett Hickey, 603; Ida Mahony, 597; Ruth Connon, 590; Eleanor Heddle, 586; Beverley Rhodes, 582; Mary Sclater, 573; Lionel MacKenzie, 560; Sylvia Jenns, 556; Donald McDonald, 554.

Seymour—Number of candidates, 20; passed, 12. Jennie Phillips, 665; Bertrand Crowe, 614; George A. Upham, 614; Eva Barker, 613; Olive I. Findlay, 596; Jeanne E. Prefontaine, 596; Clarles P. West, 596; Harry Casselman, 568; Maloa I. Chisholm, 565; Duncan McDonald, 563; Eleanor Hague, 562; Robert H. Kirkpatrick, 562.

Strathcona—Number of candidates, 23; passed, 20. Vera J. Green, 704; Stella V. Ferguson, 702; Stewart Lindsay, 685; Willena McRae, 672; Henry J. Crane, 670; Ethelwyn Granville, 669; Violet M. Kyle, 664; Gladys M. Fitzsimmons, 641; Roy Buck, 641; Katsuji Oya, 630; Ruth G. McKinnon, 627; Ena M. Neitzel, 615; Lloyd W. Hoskin, 606; Edward J. Morin, 605; Harold E. DeWolf, 596; Vera Cassily, 596; Lily B. Barnett, 595; Minnie Martin, 581; Reuben Marsland, 579; Ada Lothian, 575.

Rural Schools

Agassiz—Number of candidates, 1; passed, 0.

Burnaby West—Number of candidates, 4; passed, 2. Margaret Gray, 635; Ethel Smith, 625.

Howe Sound—Number of candidates, 1; passed, 1. Robert Burns, 687.

Lulu—Number of candidates, 3; passed, 0.

Sea Island—Number of candidates, 3; passed, 1. Bertie McDonald, 561.

Valdez Island—Number of candidates, 1; passed, 1. Katie E. Walker, 550.

Vancouver East—Number of candidates, 2; passed, 0.

Vancouver North—Number of candidates, 2; passed, 1. Rey A. Sargent, 629.

Vancouver West—Number of candidates, 4; passed, 3. Rosa Duttweiler, 633; Annie Letvinoff, 580; Gertrude E. McGeer, 550.

Private Schools

Queens—Number of candidates, 7; passed, 3. Hedley M. Smith, 654; Robert H. Clark, 642; Edmund B. Sharples, 623.

St. Ann's Academy—Number of candidates, 2; passed, 2. Anna Dunn, 584; Violet Chardon, 659.

St. Mary's—Number of candidates, 5; passed, 1. Solomon Paquet, 570.

Vernon Centre

Total number of candidates, 8; passed, 4.

Lumby—Number of candidates, 1; passed, 0.

Okanagan Landing—Number of candidates, 2; passed, 1. Annie M. Grant, 565.

Vernon—Number of candidates, 5; passed, 3. James H. Haugh, 598; Isabelle M. Brown, 586; Luta Pound, 567.

Victoria Centre

Total number of candidates, 141; passed, 87.

Boys' Central—Number of candidates, 32; passed, 27. Thomas G. Norris, 828; Harry S. Huggett, 755; Harry Robinson, 745; Charles Schilling, 742; Frederick Schneider, 734; Byron Johnson, 715; Allan Spencer, 711; William Plumb, 694; Elmer Finland, 688; Raymond Waterson, 680; Ewart Gregson, 672; Ormond McDonald, 654; Harold L. Campbell, 648; Stephen Cheeseman, 640; Geo. W. Robinson, 639; Jack Baston, 635; Lew A. Pineo, 618; Archibold Wills, 613; Edwin Rostein, 612; Donald LeClercq, 608; Ernest R. Elford, 604; Cecil Clayton, 604; Aubrey McDonald, 584; Cyril Baker, 574; William Creech, 567; Lester Davies, 563; Frederick Brown, 550.

Girls' Central—Number of candidates, 22; passed, 13. Nina E. LeClercq, 667; Irene K. Aird, 628; Ella G. Vye, 622; Marie E. Bailley, 620; Marjory Davies, 608; Gladys E. Rogers, 598; Annie C. Mason, 597; Margaret L. LePage, 596; Bessie H. Wills, 579; Kate Nute, 567; Edith C. Howell, 558; Marguerita A. Barton, 558; Marcella E. Escalet, 554.

North Ward—Number of candidates, 21; passed, 11. Vera Adams, 739; Violet Cameron, 688; Edna Blake, 645; Nora Newlings, 631; Rhoda Sherwood, 627; Ella John, 625; Nellie Jones, 610; Edyth McElhinney, 596; Muriel Tait, 591; Robert Walker, 585; Gladys Newbigging, 574.

South Park—Number of candidates, 22; passed, 10. James Gray, 661; Ida McNiven, 634; Duncan Ellis, 634; Florence Miller, 634; Annie Michaelis, 625; Dorothy Fox, 610; Matthew Scott, 610; Norma Hall, 603; Mabel Booz, 590; Helen Eaton, 578.

Victoria West—Number of candidates, 13; passed, 12. Geo. M. Williscroft, 723; Louisa M. Knappett, 691; Alma I. Black, 671; Arthur B. Boggs, 663; James C. Corkle, 652! James H. Dickson, 620; Ellen L. Okell ,603; Effie M. Collister, 601; Bernice J. Hinds, 597; Herbert B. Boggs, 586; Walter B. Colvin, 581; Robert R. Brown, 580.

Cadboro—Number of candidates, 1; passed, 1. Daisy D. Bayne, 683.

Cedar Hill—Number of candidates, 8; passed, 5. Mary Robertson, 639; Frank Palmer, 622; Sedgwick Thurburn, 592; Thomas Palmer, 587; Shirley Offerhaus, 582.

Colwood—Number of candidates, 1; passed, 1. Cecilia Rolston, 553.

Esquimalt—Number of candidates, 7; passed, 5. Frederic T. Jones, 655; Edith G. Maltravis, 644; Edna McIntyre, 639; Edith C. Austen, 614; Mabel Leigh, 586.

Gordon Head—Number of candidates, 1; passed, 0.

Tolmie—Number of candidates, 9; passed, 0.

Ucluelet—Number of candidates, 2; passed, 2. Vera Lyche, 661; Norman E. Lyche, 577.

St. Ann's Convent (private)—Number of candidates, 1; passed, 0.

Private Study—Number of candidates, 1; passed, 0.

Examinations at Rural Points

(Supplementary Report.)

Atlin—Number of candidates, 3; passed, 3. Nellie T. Stables, 705; Maude H. Haslett, 701; John A. Fraser, 624.

Metlakatla—Number of candidates, 2; passed, 2. Mary M. Callaghan, 669; Owen P. P. Callaghan, 550.

Quesnel—Number of candidates, 3; passed, 1. Alexander B. Moffat, 593.

CAPTURED SEA LIONS.

The Halibut Steamer Squid Makes a Remarkable Catch.

New Westminster, July 14.—The halibut steamer Squid returned to port this morning with a full cargo of fish and five young sea lions, alive, two large ones that were killed while capturing the young, and also a monster sea wolf, nine feet long. The sea lions were caught off the west coast and will probable be presented to Stanley Park, Vancouver. The sea wolf was captured with a halibut hook in Queen Charlotte Sound.

THE WEEK AT ROSSLAND.

Le Roi Directors Order Deepening of Shaft—Shipment Returns.

Rossland, July 14.—A. J. McMillan, managing director of the Le Roi, telegraphed from London today, directing that the local management at once begin the task of deepening the shaft from the 1300 to the 1700 foot level. The explorations have proceeded by means of a winze from the 1300 foot level to the 1700 foot level. As some large chutes of ore of a high grade were found below the 1300 foot level, it has now been decided to extend the shaft down so as to extract the ore. It is a five-compartment shaft and the extension of it down to the 1700 foot level will cost a large sum.

Following are the shipments for the week: Centre Star, 2076 tons; Le Roi, 820; Le Roi No. 2, 570; total for the week, 5466, and for the year, 172,831 tons.

OREGON TRAIN WRECK.

Engineer and Brakeman on Freight Train Are Fatally Injured.

Portland, Ore., July 14.—A despatch from Ashland, Ore., say a frightful wreck of freight train No. 222, north bound, occurred this afternoon at Klausen, four miles east of Ashland. Engineer R. C. Stagger and Brakeman Lockerman were fatally injured. Brakeman S. Wiley is badly hurt, others of the crew slightly injured. Brakeman Galbreath escaped untouched.

Twelve of the seventeen cars are a total wreck. The train became unmanageable and ran away on account of exhausted air brakes.

The men are all at Ashland depot, where the wounded are under treatment. The north bound first section is being held here, while the second section has been detained south of the wreck.

THE RUSSIAN OUTLOOK.

More Tales of Disloyalty Amongst Those in Authority.

St. Petersburg, July 14.—The revolutionary newspaper, Misla, today says that the commission which is investigating the military conspiracy among the guards officers, who were planning a coup d'etat, has discovered that a number of high officials, including Professor Nicholsky, a noted reactionist, and M. Von Plehve, a son of the late minister of the interior of that name, were implicated in the plot.

M. Bratseff, a former employee of the control, who is charged with passing fraudulent war accounts, in an open letter today promises to make astounding revelations of the wholesale corruption of the Russian officers during the military operations in Manchuria, whereby millions of roubles were stolen.

St. Petersburg, July 14.—Emperor Nicholas in giving to the graduates of the artillery school their commissions at Peterhof yesterday used some remarkable language.

After repeating the usual injunction to be faithful to the throne and fatherland and trust in God and to the future of Russia, he instructed them not to hold aloof from the soldiers in the ranks, but to keep in close touch with them and look after their needs and interests in order to bring them closer to their officers.

The Emperor's words were a significant recognition of the necessity for closing up the gulf between the officers and men, which was the cause of much of the disaster on the fields of Manchuria and which is now making an easy task for the revolutionary work among the army.

St. Petersburg, July 14.—The Liberals are jubilant at the postponement of the visit of the British Channel fleet to Russian waters, which they regard as being open recognition of the fact that public sentiment in both countries is hostile to such an official exchange of courtesies while the people and government of Russia are at war.

The official announcement does not reveal the real motive for the postponement, which is believed to be the admiralty's sense of humiliation at the sorry spectacle the remants of the Russian navy would count in the presence of the powerful British fleet and the fear that its arrival at Kronstadt would mark another mutinous outbreak on the part of the sailors and garrison of that fortress.

London, July 14.—"Well out of possible incidentals" seems to sum up the general trend of British feeling on the postponement of the visit of the British Channel fleet to Russian waters. It was realized on all sides that a misinterpretation had been placed on the visit by certain factions in Russia which might have led to offensive happenings of a nature to harm future Anglo-Russian relations.

BIG BLAZE OCCURS UP AT ROSSLAND

Thirty Thousand Dollars Goes Up in Smoke in Noonday Fire.

ROSSLAND, B. C., July 14.—Rossland had a $30,000 blaze today. The fire started at 12 o'clock in the F. Charrison block, a three-story structure building on the south side of Columbia avenue, between Washington and Spokane streets. It began in a room used as a kitchen by the family of Ben Lewis. An alarm was quickly sent in and the department hurried to the scene, but the fire spread with great rapidity and soon communicated to the Windsor hotel on the east and the building occupied by T. R. Morrow, druggist on the west.

After fighting the flames for about an hour they were extinguished, the Harrison block and the Morrow building being reduced to ruins and the Windsor hotel completely gutted. It was thought that the fire was completely out but sparks from the burning building set the dry grass afire around Hunter Bros. warehouse, in the centre of the block west of Spokane street and an explosion of a small quantity of gunpowder drew attention to the fact that the warehouse was ablaze as the first fire was out the firemen and volunteers turned their entire attention at 1 o'clock to the new conflagration.

In half an hour the flames were under control, but not until it had burned the stock of goods in the warehouse valued at $12,000, most of the warehouse and gutted the residence adjoining the warehouse on the east, occupied by Josiah Stanaway and family.

The losses were: Hunter Bros.' warehouse and goods, $12,000, insurance, $5,000; F. Charrison, three story block, $4,000, insurance, $1,000; Ben Lewis, furniture in Harrison block valued at $250, no insurance; Dr. Stevenson, one-story building, $1,500, insurance $500; T. R. Morrow, who occupied the Stevenson building with a drug store, loss $5,000, insurance, $2,000; Windsor hotel, owned by A. J. McMillan, loss in building, $5,000, insurance, $2,800; N. A. Burrett, loss on furniture and fixtures in Windsor hotel, $5,000, insurance, $2,500; N. W. Newton, loss of two-story building occupied by Empery Bros., $150; Empery Bros. damage to stock by water and smoke, $2,500; Josiah Stanaway, loss of household goods, $1,000, insurance, $200; Robert Fox, residence occupied by Josiah Stanaway, $3,000, insured. Horace Cherrington fruit and cigar dealer, loss $250, fully covered by insurance.

THE TENNIS TOURNAMENT.

Newport, Eng., July 14.—In the final of the ladies' open doubles, Miss Sutton and Miss Sterry beat Miss Garitt and Miss Boucher.

PARIS STILL TALKS DREYFUS

A Fitting Epilogue to the Acquittal of Famous French Prisoner.

VERY REMARKABLE STORY

Strange Tale of Genesis of Plot Now Told For the First Time.

PARIS, July 14.—As a fitting epilogue to the acquittal of Alfred Dreyfus, M. Philip Buneau-Varilla gave the Associated Press a remarkable story of how he first discovered positive proof of Dreyfus' innocence and the guilt of Major Count Esterhazy, a story heretofore known to only a few intimates, including Dreyfus, who said during a recent dinner here that while the establishment of his innocence was attributed to many causes, M. Buneau-Varilla's chance detection of the counterfeit bordereau, or the main document on which the prosecution relied, was the real cause of the triumph of justice.

"Yes," said M. Buneau-Varilla, "a document among my old records was the basis of the whole Dreyfus agitation and was instrumental in the final acquittal. Dreyfus and I entered the polytechnical school together in 1878. I recall his very characteristic Jewish look, which was rather unprepossessing, but he was a good fellow and

A Companionable Student

Our ways parted on our graduation, he going into the army and I becoming a government engineer. We seldom came together after that, but once, chancing to meet him on the Avenue Montaigne, we chatted about a project which I was directing for the development of the French Congo. Later Dreyfus wrote to me asking for information about the project for the purpose of writing a geographical study upon the French possessions in Africa. Through an oversight, the letter remained unanswered.

"It was some years later that Dreyfus was arrested and convicted before a state courtmartial. I first thought he was a victim of anti-Semite intrigue, but the conviction seemed to be positive assurance of his guilt. The photographic reproduction of the bordereau, constituting the only proof on which Dreyfus was convicted, which some one had ingeniously photographed, was delivered to my brother with the understanding that its publication would prevent the further assertion that Dreyfus was innocent. However, Maurice decided not to publish it, as he did not wish to again call public attention to Dreyfus, who was then considered to be a traitor.

"When my brother spoke of the bordereau, the idea flashed across my mind that I might

Compare the Document

with something written by Dreyfus during our school days at the polytechnic school. I found the old unanswered letter in which Dreyfus asked for information relative to the Congo."

M. Buneau-Varilla then showed the correspondent of the Associated Press a letter written on note paper in a delicate handwriting, in which Dreyfus asked his old school friend to give him information about the Congo for a geographical study. By the side of this letter M. Buneau-Varilla placed the photograph of the bordereau, which he still possessed.

"I began by a careful comparison of the bordereau and the Dreyfus Congo letter," he continued. "The first glance gave me the impression that they were in the same handwriting, but suddenly I observed something which caused me profound astonishment.

In the Dreyfus Letter

to me the words having a double "s" were written with a long 's' first and a short 's' second, whereas in the bordereau it was just the reverse.

"My brother made an independent comparison of the bordereau and the letter, and reached the same conclusion, namely, that the handwriting of the letter about the Congo was not that of the bordereau. As together we realized this discovery we felt as though an earthquake had shaken us.

"Maurice immediately announced his determination to publish the photograph of the bordereau, so that everyone possessing letters written by Dreyfus would be able to make comparisons; and the following day the people generally and the Dreyfus family in particular saw what has since been known as the bordereau. The appearance of that photograph of the bordereau dates almost everything known as the Dreyfus case. Everything which followed was in consequence of that discovery and the publication of the photograph of the bordereau."

CHINESE PIRATES.

British Steamer Attacked and Missionary Shot and Killed.

Hongkong, July 14.—The British steamer Sainim was attacked by Chinese pirates last evening at a point 50 miles from Wuchow. Rev. MacDonald was shot and killed. The captain of the steamer was badly wounded and the engineer saved himself by hiding behind the boilers, in so doing receiving severe burns. A Chinaman passenger was also killed. The pirates escaped in junks.

H. M. S. Moorhen has left for the scene. R. J. MacDonald and wife are stationed at Wuchow for the Wesleyan Missionary society.

YEAR'S WORK OF BOARD OF TRADE

Seventh Annual Report Is Submitted at Yesterday's Session.

MUCH PROGRESS IS NOTED

Hon. Messrs Tatlow and Green Attend and Deliver Encouraging Speeches.

(From Saturday's Daily.)

THE twenty-seventh annual meeting of the Victoria, B. C., Board of Trade was held yesterday afternoon, at which there was a fairly large attendance. During the meeting Hon. R. F. Green and Hon. Capt. Tatlow were present and addressed the members of the board, dealing with the annual report and its reference to the affairs of the province.

President T. W. Paterson, M. P. P., occupied the chair and among those present were: Capt. Troup, L. Crease, H. A. Munn, J. J. Shallcross, W. T. Andrews, W. J. Hanna, R. H. Swinerton, Capt. J. G. Cox, F. S. Barnard, C. H. Lugrin, S. Jones, D. R. Ker, J. A. Mara, J. Christie, E. E. Wootton, Thos. Earle, W. H. Ambery, Edgar Dewdney, W. H. Bone, F. A. Pauline, S. Leiser, S. Johns, H. B. Thomson, H. B. Mackenzie, W. G. Cameron, M. P. P., J. Kingham, Walter Walker, E. B. Marvin, H. G. Wilson, J. H. Rickaby, J. Radiger, P. McQuade, C. F. Todd, S. J. Pitts, E. Pearson, Geo. McCandless, Anton Henderson, A. B. Fraser, Sr., R. B. McMicking, W. McKeown, W. Laird, H. D. Helmcken, J. E. Church, N. Hardie, A. S. Innes, E. Temple, Jas. Thomson, E. E. Billinghurst, Richard Hall, M. P. P., and Secretary Elworthy.

The minutes of the last meeting were read and on motion adopted, after which the chairman announced that the election of officers would be taken up. He also said that there had been some discussion as to who were entitled to vote, and pointed out that only those who had paid their dues were entitled to the privilege. Regarding the vice-president, he stated that at the last election there had been a slight mixup regarding the procedure. He stated that Mr. Bodwell had given his opinion that it was necessary that the successful candidate should receive a majority of the votes in the room, and it was for the meeting to decide how the election was to be made.

Mr. Pitts moved that the candidate receiving the largest number of votes shall be the choice of the meeting.

This was carried.

The chairman then announced that Mr. J. A. Mara had been elected to the presidency of the board by acclamation and the same course had been taken with Mr. Elworthy for secretary. Messrs. Mara and Elworthy both suitably acknowledged the honor and expressed the wish that the board would continue to advance as it had in the past few years.

The chairman stated that an invitation had been extended to Lieut. Gov. Dunsmuir and the members of the cabinet to be present. His Honor was unable to accept the invitation and that Hon. Capt. Tatlow would be present to represent the government.

The scrutineers then proceeded with the election of vice-president, the council and board of arbitration.

The president's address was then read, as appended:

During the reading of the address Hon. R. F. Green chief commissioner of lands and works and Hon. Capt. Tatlow minister of finance, entered the room and were greeted with loud applause.

Hon. Capt. Tatlow said it was the third occasion that he had had the pleasure to speak at the meeting, and this time he came accompanied by the chief commissioner of lands and works, but he had to apologize for the absence of the premier. Personally he said he would have liked to have the premier present as the report contained many references to matters that he was interested in. He thought that the report was mainly imperial and not provincial and for that reason he would not deal with it at length. Regarding the question of a bridge at Seymour narrows he said it was a very important matter and he was pleased to see that Hon. Mr. Templeman had promised that at the next session of the House of Commons a grant would be made to carry out the investigation. Although the report did not refer to their connection with the Dominion under the title of "better terms," he saw by the report that they had dealt with the matter and was pleased to see that British Columbians were realizing that it was necessary to have "better terms" without having to go into the question of any political influence.

Regarding the financial position of the province he said he must heartily agree with the clause in the report dealing with the subject and he thought that their position was such that they might be able to carry out the suggestions. He pointed out that the bureau of information was in a manner in a good place to give all information and he stated that during the past year they had received more applications for information than ever before. He referred to the trip of the provincial mineralogist and hoped that the information gained by the party would lead to the settlement of the Peace river section and it was very likely that the surveys would be made to define their share of the 3,000,000 acres. He also referred to the survey parties on Vancouver Island, and Bulkley valley, and said that they hoped to have Bulkley ready for settlers when they began to come in. Referring to the agriculture outlook for the province he said that the provincial supply was increasing at a very fair ratio, but although they had produced over $1,000,000 they had sent out $4,000,000 for butter, milk and cheese. The produces for the past years has been over $6,000,000. He had great satisfaction in saying that the good financial position of the province was largely due to the exploitation of its natural resources.

Lumbering had greatly increased—licenses and taxes' receipts so far this year were an increase over the same period last year and although they only estimated a revenue of $325,000 they had produced over $500,000. The actual production for the mills last year was 510,000,000 feet, and it was only about half their capacity and it was steadily increasing. The nominal condition is also good, the revenue produced being $22,000,000 and all the ore being smelted in the province. New smelters were being erected and old ones given a larger capacity and he was proud that the output was being handled in the province.

The revenue for the province was about $50,000,000 for 200,000 people, which was a result that all should be pleased with. This section of the province was doing her share. He was of the opinion that the country had entered on an era of prosperity that it was impossible to say where it would end and hoped that people would continue to work together in the future as in the past. He extended his best wishes for the success of the efforts of the board. (Applause).

Hon. R. F. Green was greeted with applause when he came forward in response to the chairman's invitation to address the meeting. In his opening remarks he said that he was glad to have the opportunity to meet the members, although if it had not been for a misunderstanding he would not have been able to do so, as it was understood that he should be on the Mainland, and consequently he had not gone fully into the report and was unable to deal with it at length. He congratulated the board on the report and that they were able to make so splendid a showing. The recommendations were not only for Victoria and Vancouver Island but also for British Columbia as a whole and if carried out would result in a great benefit to the whole province. He was of the opinion that when the report was read the citizens of the province would thank the British Columbia board of trade of Victoria for the report. He said that the signs of prosperity were not wanting in any section of the province and he looked for a large influx of both settlers and capital. He was sorry to say that in the past the government had not a sufficient fund to send out survey parties to lay out the province as they would desire, but it was not for the lack of any desire but for the lack of funds. This year he had received a larger grant, and the surveys would be made to a much larger extent than before. He stated that at the next session they would ask for a larger grant and in this manner be able to obtain not only information, but have the surveys made correctly, and when information was asked for they would be able to supply it. Regarding the Victoria harbor question he said that Laurel Point was still a part of the domain of the province, although the Dominion had asked to purchase it. They had told the Dominion government that unless they were ready to do something with it that they would have to pay for it. If the Dominion government was ready to expend money on the piece of property and show that it would be an improvement to the harbor, he was of the opinion that his colleagues would hand it over without cost. He was pleased to see the interest that was taken in the harbor and if it were continued and driven home they would receive a great benefit and the harbor of Victoria would become one of the finest on Vancouver Island. He said in reference to the sale of land that the applications were increasing rapidly and the people were commencing to realize the importance of the land and if continued would mean a great benefit to the province. He joined with Mr. Tatlow in wishing the board every success in the work they had undertaken, and hoped that they would continue to deal with the important subjects as they have in the past. (Applause.)

C. H. Lugrin moved a vote of thanks to the ministers for being present. In doing so he said that the remarks by the hon. gentlemen were very pleasing, especially that of Capt. Tatlow regarding the financial position of the province and he thought that it should be spread broadcast throughout the country. He also referred to the their remarks regarding Victoria harbor, and hoped that the next time the ministers addressed the meeting that something had been done.

J. A. Mara seconded the motion and in so doing said that although the reports were said to be more federal than provincial. He was pleased to see the ministers take so much interest. The resolution was carried amid loud applause.

The scrutineers presented an interim report showing that F. A. Pauline had been elected vice-president.

Mr. Pauline, in acknowledging his election thanked the members for the responsibility that they had placed upon him and said that he would endeavor to assist the board to the best of his ability.

The auditors reported that they had examined the accounts of the board and found them to be correct. The balance to the credit of the board in the Canadian Bank of Commerce on June 30th was $613.78 from which there has to be deducted $143.98 for outstanding accounts, leaving a balance of $469.80. The balance was correct and they took occasion to point out that $500 had been transferred from the current account to the savings' department of the Bank of Commerce. They also expressed their appreciation of the manner in which the secretary had kept the books and accounts of the board. The report was adopted.

Alex. McDermott, and Thos. R. Whitley, manager of the Royal Bank of Canada, were elected as members of the board.

Norman Hardie, J. E. Church and W. A. Lawson were appointed auditors.

The complete list of new officers is: President, J. A. Mara; vice-president, F. A. Pauline; council, R. P. Butchart, Geo. Carter, Capt. J. G. Cox, Jas. Foreman, Richard Hall, D. R. Ker, Simon Leiser, C. H. Lugrin, T. W. Paterson, S. J. Pitts, J. J. Shallcross, R. H. Swinerton, H. B. Thomson, C. F. Todd and H. G. Wilson.

Board of arbitration: A. V. Bodwell, Geo. Carter, Capt. J. G. Cox, Jas. Foreman, Geo. Gillespie, Richard Hall, Norman Hardie, C. A. Holland, S. Leiser, C. H. Lugrin, T. W. Paterson.

The president's report is as follows:

Gentlemen: Your officers beg to submit the following report of the proceedings of the board for the twelve months ending 30th June, 1906.

Seymour Narrows.—In October last a special committee presented to the royal commission on transportation the memorial which you addressed to that body, a copy of which is hereto appended, and incidentally reported:

That Vancouver Island contains an area of about 16,000 square miles; That much suitable timber of the highest class and mostly in great quantities is everywhere to be found;

That copper and copper-gold ores are distributed over a very large area, that coal is extensively mined and that iron and lime have been discovered within easy distance of deep water;

That on Vancouver Island apples, pears, cherries, plums, prunes, and strawberries and other small fruits grow to perfection. Peaches and grapes do well in some localities.

That it is believed that at least one-third of the Island can be utilized in some way in connection with agriculture.

Your memorial dealt with the harbors on the west coast of Vancouver Island suitable for ocean borne commerce.

These matters were referred to in an endeavor to impress the commission favorably with the board's desire that Vancouver Island should be connected with the mainland of British Columbia by a railway bridge in the vicinity of Seymour Narrows, and after a review of all the facts the commission recommended:

"That a further and exhaustive exploration and survey be made in order to find the best route from the plains of Alberta to an ocean port on the west side of Vancouver Island.

"That in case of the building of a bridge at Seymour Narrows or elsewhere connecting the mainland of British Columbia with the Island of Vancouver, such bridge and the approaches thereto, and the land on both sides of the water running back from same, such distance as may be deemed reasonably necessary to allow of free access thereto, be owned and controlled by the government of Canada, with the view of according equal rights on and over such bridge and its approaches, to all railways desiring to use it."

The board followed up the report by urging the Dominion government to make an appropriation sufficient to cover the cost of the exploration and survey recommended by the commissioners, which the Hon. Wm. Templeman informs us will be done at the early session to be held in November. In the meantime as a preliminary step Mr. H. P. Bell, C. E., has been instructed to compile and report upon all the information now in the government offices.

Victoria Harbor—When representing the advantages of the harbors suitable for oceanborne commerce, situated on the south and west coasts of Vancouver Island, the port of Victoria was given prominence and the commission appeared to appreciate fully its magnificent approaches from all points, ease of access and freedom from fogs. The following are the recommendations made to the Dominion government:

"That in accordance with the principle heretofore affirmed, the government of Canada proceed to obtain by negotiation, purchase expropriation or otherwise, all such lands on the waterfront of the port of Victoria, or reasonably usable in connection therewith, as are owned or controlled by the province of British Columbia or the city of Victoria or other public bodies, together with such other lands as the circumstances show to be reasonably necessary, and all now in possession of or owned by the Dominion government be thereafter owned, held, administered and controlled by the government of Canada for the public benefit, and with the view to the accommodation of all interests which now or hereafter may desire to centre at or use said port.

"That as soon as the land above mentioned, has been obtained, a competent engineer be appointed to make a full report on the improvements asked for in the inner harbor, as well as on the question of breakwater accommodation so as to enable your government to deal with the matter of improvements and to decide what are advisable for immediate construction."

Mr. G. A. Keefer, agent Dominion government department of public works is now engaged in making a report upon the most feasible plan of increased harbor accommodation, including an estimate of the cost of a breakwater between Brotchie ledge and Holland point.

The dredge "Mudlark" has been operated almost continuously in deepening the channel of the inner harbor of Victoria. Another plant has been engaged in removing rocks in the channel which has been deepened and a uniform depth 16 feet at low tide will soon be secured below the railway bridge, but until the arrival of the new dredger, now under construction, which is to replace the "Mudlark" progress will be slow. The works now proceeding are in accordance with a plan of general harbor improvement prepared by this board and adopted by the government. That plan, however, was precented as preliminary to another of more general utility and the time has now arrived for its preparation.

In October last the provincial government called for tenders for the purchase of lots 5703 when the board's committee waited upon the chief commissioner of lands and works and asked that the property be not disposed of until the Dominion government could be communicated with. This request was granted, and the Dominon government was requested to acquire the property in the interests of the port, it being pointed out that a high building, if erected on the property in question would be a menace to navigation. The matter is not yet settled, but in the meantime the lot has been rented, month by month, with building restrictions and Mr. G. A. Keefer, will deal with the question in his report on Victoria harbor improvements generally.

National Free Port—The royal commission on transportation also recommended to the Dominion government the establishment of national or free ports and included in the list the port of Victoria. It is recommended that the lands adjoining and reasonably usable in connection with navigable waters shall be acquired by the Dominion government, and subsequently, by proclamation of the governor general-in-council the port shall be declared a national port, and that, thereinafter, no port or dock (other than dry dock or elevator) charges shall be levied by the government, or allowed to be collected by any government official at that port.

Pilotage—The last recommendation involves a national policy and although there is no reason to believe that a decision will be long deferred, it was thought advisable to fully acquaint the royal commission on transportation with this board's endeavor to have compulsory pilotage abolished at the ports of Victora and Esquimalt. The facts were fully presented and after due consideration the commission recommended to the Dominion government as follows:

"That in view of the fact that in many cases the present charges for pilotage appear to be without warrant of law, but rather to be based on the desire of the board of pilotage commissioners to get away from the injustice of having to make heavy charges for services not rendered (many masters regularly and by preference, taking out or bringing in their own vessels, whether paying the charge or otherwise) your commission would recommend that the regulations governing pilotage be amended to suit the circumstances of the port, and that no charge be made while no pilot is employed, in cases where it appears to be reasonable to allow all masters, or, those of certain boats or lines of boats, to bring in their vessels without the aid of a pilot."

Ship Building—Shipbuilding being a matter of national importance the presence of the royal commission on transportation was availed to represent the disabilities under which that industry is carried on in Canada. In brief the case was stated as follows:

"The inconsistency of the position in which our shipbuilders are placed lies in the fact that a ship can be imported free of duty, hull, machinery, and everything else with all the labor applied on her being old country labor, while our builders have to pay duty on most of the raw materials they use, as well as a heavy duty on the machinery which they may import, amounting to twenty-five per cent."

It was further stated that machinery represents about one-half the value of the completed ship:

The commission in reporting to the Dominion government recommended:

"In view of the fact that your commission was appointed to deal with matters of transportation, and that these are so vitally affected by the amount of tonnage suitable for the trade, and that tonnage can nowhere be so well supplied as from our own Canadian yards, your commission feel that the question is one with which they should deal, and that reasonable assistance necessary to cause a revival of an industry of so great importance should be given, and would therefore, recommend that a bounty of $5 per ton gross register, be paid by the government of Canada on all wooden vessels, sailing and steam of 500 tons or over commenced and built in Canada after June 1, 1906, and $6 per ton gross register on all such iron or steel vessels of 500 tons or over so commenced and built after that date."

Recently the B. C. Marine Railways company of the city tendered in competition with the shipbuilders of the Dominion and Great Britain for the construction of a survey ship to be used by the Dominion government in the northern Pacific waters. Their tender was the lowest received from Canadian shipbuilders but the government have not yet awarded the contract because a still lower tender was received from Great Britain. Apart from the approved and established policy of supporting local industries, we consider that this province has a strong claim upon the federal government on account of the large sums paid into the Dominion treasury in customs duties and internal revenue being three times as much per head as is collected from the remainder of the Dominion.

A committee of this board is engaged in preparing a memorial in this connection which will form an appendix to this report.

Aids to Navigation—In recent years the Dominion government has done much towards assisting navigation on the Pacific coast in the waters under Canadian jurisdiction but the impossibility of providing for every contingency was most forcibly illustrated in the recent total losses of the sailing ship "Pass of Melfort" and the steamship "Valencia" on the southwest coast of Vancouver Island. It was ascertained that some of the sailing ships reach these waters unprovided with proper sailing charts and the investigations into the loss of the steamship "Valencia" by the United States government and the government of Canada, both acting independently, went to show that the vessel was not skillfully handled. In order to avert further loss of life and property about the entrance to the Straits of Fuca, the committee on harbors and navigation examined all the conditions very thoroughly and made recommendations which have been generally approved, and when established, will, no doubt, make the southwest coast of Vancouver Island as safe as possible.

It is to be regretted that although the summer is far advanced more has not been done towards carrying out these suggestions. Nevertheless since the late lamentable accidents on the west coast, a lifeboat station has been established and a lighthouse has been placed on Amphritite rock, arrangements have been made for another at Pacrena point and improvements have been made in the lights at Race rocks and Carmanah and now that the estimates for the current year are available it is to be hoped that the construction of a suitable trail or wagon road between Bonilla point and Bamfield creek will be commenced by either the Dominion government or provincial government and that other safeguards recommended by this board will be speedily carried to completion.

Steamship and Railway Services—The steamship services with Victoria have been greatly improved. The daily services between Victoria and Puget Sound are maintained by seaworthy vessels with good passenger accommodation; but it was only by the vigorous protest of this board that the Alaska Steamship company was prevented from doing that business with an inferior vessel.

British Columbia northern ports and Lynn Canal ports are also well served and on the west coast of Vancouver Island the trade has grown to such an extent as to necessitate the operating of a larger steamer. Victoria is exceptionally well situated for Australian and Oriental trade and many steamers engaged call at this port which do not enter other Canadian ports.

Canadian Pacific railway freights are delivered in cars by ferry connection at Ladysmith and the Great Northern railway cars reach Victoria by ferry connection at Sydney. The advantages of these ferry services enable Victoria merchants to compete favorably with other coast cities.

Railway Commission—Although the Canadian Pacific railway have invariably met the representations of this board in a friendly spirit and generally acceded to our wishes, the Victoria merchants felt compelled to join the merchants of other coast cities in a complaint that that company is discriminating against coast cities in favor of Winnipeg. The distance from Calgary to Winnipeg is 840 miles and from Calgary to the coast, 640, but rates are lower from Winnipeg. The facts have been placed before the railway commission and it is hoped a decision will be given in favor of the coast cities. After failing to obtain any redress from the Canadian Pacific railway all the facts were laid before the railway commission and it is hoped that a decision will soon be given and that it will be in favor of the coast cities.

The coast merchants were also threatened with another discrimination in an application for mixed freights in carload lots from eastern Canada. The Victoria merchants sent delegates to Montreal and assisted in defeating that application.

Tariff Commission—A revision of the tariff being under the consideration of the Dominon government, a commission was appointed and visited Victoria for the purpose of taking evidence upon existing conditions and changes desired. The board placed its room at the disposal of the commission for their sessions in this city, but considered the subject one that should be left principally to the various individual interests affected. A delegation from this board, however, appeared before the commission in Vancouver, and supported the application of the boards of trade of other coast cities for placing on lumber entering Canada from the United States a duty equivalent to that levied on Canadian lumber when exported to the United States. This action saved much time that would otherwise have been spent in presenting the case a second time. At a later date, the following resolution in regard to the duty on tin plate was adopted and forwarded to the honorable minister of finance:

"Whereas we have learned from eastern advices that the Canada Tin Plate and Sheet Steel company of Morrisburg, Ontario, have petitioned the government for a protective duty of 33 per cent on tin plate, and whereas the granting of such petition, would, in the opinion of this board, cause considerable loss to manufacturers all over the Dominion, retard the development of certain canning industries and cause a general advance in prices to the consumer. Be it therefore resolved; That this board enter a strong and emphatic protest against any duty being placed on tin plate and that the honorable minister of finance be notified accordingly."

Railway Matters—The board received a memorial from the Dawson board of trade relating to transportation charges on the White Pass and Yukon route, and a request for an endorsement of the demands of the Dawson body for a reduction in rates. After giving the subject much consideration, it was thought inadvisable for this board on an ex-parte statement to commit itself to anything more than a request to the Dominion government to investigate the complaints made, and a resolution to that effect was adopted. The Dominion government has decided to make the investigation and the chairman of the railway commission will visit Dawson this year for that purpose. The application of the Pacific and Eastern Railway company for a charter authorizing the construction of a line from Victoria to the northern end of Vancouver Island and also from a point on the line to Hudson's bay by way of Butte inlet, Edmonton and Prince Albert, was endorsed by the board but the application was strenuously opposed in parliament by certain railway companies and was defeated. The Canadian Pacific Railway company and the Grand Trunk Pacific Railway company have obtained parliamentary sanction for the construction of lines in Vancouver Island. It must be a source of satisfaction to the people of Victoria to know that the great railway companies and prominent railway promoters are beginning to appreciate the very great importance of the place which Vancouver Island will occupy in the transportation systems of the country and the large amount of traffic certain to be created by the development of its resources.

Salmon—Salmon canning is a new industry in Victoria. In 1904 two traps were operated in the south coast of Vancouver Island with such satisfactory results that last year the number of traps was increased to fifteen and there are at present in operation twenty six traps, one of which is practically within the city limits. The 1905 pack of the cannery erected in Esquimalt harbor last year was 35,000 cases being the catch of only four traps; the salmon caught in the other eleven traps having been canned on the Fraser river. This year another cannery has been established at the outer wharf, Victoria. The traps are operated by white labor and about 150 men are employed at good wages.

It is too early to forecast probable results of this year, but the catch of spring salmon has been very good and has kept two packing establishments busy. Several car loads of spring salmon have been shipped and this new industry has also stimulated local cooperage and the demand for ice has largely increased.

These results fully justify the strenuous efforts and success of this board in getting permission to operate fish traps in the southern shores of Vancouver Island. The enterprise is yet in its initial stage but destined to become an important factor in the progress of Victoria for it will not be long before all the fish caught in the local traps will be canned on the spot or as near thereto as possible, being tributary to this city in any case.

Victoria, B. C., June 30, 1906.

F. Elworthy, Esq., secretary, The Victoria, British Columbia board of trade, Victoria, B. C.

Dear Sir—I have much pleasure in enclosing herewith a short report on agriculture and immigration as requested in your letter of the 26th inst., and trust that same will cover the information asked for.

ROBT. G. TATLOW,
Minister of finance and agriculture.

Satisfactory progress was made in all branches of agriculture during the year, Victoria district (which includes the islands) sharing in the general prosperity. The total estimated value of agricultural products for the province, from statistics compiled by the department of agriculture, aggregated $6,482,366, a gain of $487,718 over 1904, to which the islands contributed $1,214,240; the principal items being: fruit, $37,440; butter, $230,450; eggs and poultry, $87,500; cattle, $67,500; sheep, $62,500; swine, $37,500; hay, $177,600; oats, $91,560; barley, $70,620; wheat, 69,239; peas, $25,600; potatoes, $63,750. Other roots, $155,000.

One of the most notable events of the year from a horticultural point of view was the exhibition of a carload of British Columbia fruit at the Royal Horticultural society's show in London, England. The exhibit was transported to London free of charge by the Canadian Pacific railway, and arrived there in prime condition, and was greatly admired by British fruit experts and the public generally. The gold medal of the society was awarded to the collection of apples and in addition seven medals were awarded to individual exhibitors. Among the samples of apples which won the highest award were several from the Victoria district, including fine specimens of Ribston Pippins and Blenheim orange.

The improvement in the fruit growing industry—marked throughout the province—has made itself felt in Victoria district, many new orchards being planted while the acreage of strawberries and other small fruits has been materially increased. Fruit growers are devoting more care to their orchards, and by the adoption of scientific treatment are raising the standard of quality as well as the quantity of their fruit.

It is gratifying to report that many new comers have purchased small fruit culture, poultry farming and dairying; those minor industries which add so noticeably to the city's growth and prosperity and to which the soil of this district is so well fitted.

As a result of investigations recently made by expert viticulturists certain districts tributary to Victoria have been pronounced capable of producing grapes on a large scale. It has also been discovered that the climate is very favorable to the breeding of silk worms and a company is now being financed in London with the object of embarking in the production of raw silk. The fact that Smyrna figs were found growing wild near Nanaimo encourages the hope that the mulberry and grape will flourish with cultivation, and that two new and important industries are on the eve of being established.

One of the most serious obstacles to progress with which the farmer and fruit grower has to deal, is the scarcity, or rather the total absence of adequate labor to carry on the work of the farm and orchard. Farm help is hard to get, even at high rates of wages, and as the situation becomes more acute each season the necessity of devising some plan looking to a sitisfactory solution of this difficult problem is worthy of public attention.

Probably the most important announcement of the year was that made by the management of the Esquimalt & Nanaimo Railway company with regard to its land grant of about 1,500,000 acres foreshadowing the transformation of the primeval forest to fruitful farms and orchards, the avowed policy of the company being the reclamation of large tracts of land to the uses of the husbandman. The formidable task of land clearing has begun already, and it is hoped that several hundred acres will be prepared for cropping by the spring of 1907. The commendable action of the company cannot fail to attract a desirable class of settlers to Vancouver Island and create new fields of trade for the merchants of Victoria.

Congress of Chambers of Commerce of the Empire—On July 10th-13th, the Sixth Congress of Chambers of Commerce of the Empire will be held in London, England. Our delegates are the Hon. J. H. Turner, Robert Ward, and A. P. Luxton who will submit the following resolution re consular service:

"That in view of the great importance of accurate and intelligent reports upon current commercial conditions in all parts of the world, the imperial government be urged to make it a condition that those appointed to consular positions should have practical knowledge of commercial requirements."

Our delegates will also extend an invitation to hold the seventh congress of chambers of commerce in this city, communicated in the following letter:

June 22, 1906.

Thos. F. Blackwell, Esq., D. L., J. P., chairman and delegate to the Sixth Congress of Chambers of Commerce of the Empire, London, Eng.

Gentlemen—The president and members of the Victoria, British Columbia, board of trade desire to direct the attention of the 6th congress of chambers of commerce of the empire to the trade of the United States and Canada with the Orient which has already increased to an extent hardly hoped for by the most sanguine observers of a few years ago. Not long ago that trade was done via San Francisco, but steadily and with unexampled rapidity Canadian and Puget Sound ports have shared in it and today enjoy an equal or possibly larger volume of business with the Orient and Australia than is done from San Francisco. This diversion of trade is due to geographical causes, which are influencing the policy of all the great transcontinental United States railway systems interested in traffic to or from the Orient, two of which have already termini in British Columbia. In the very near future Canada will have two or more additional transcontinental railways with termini on this coast. Account must also be taken of the great activity in northwestern portion to which a tide of immigration has set in hitherto unprecedented. Besides the immense area in the northwest suitable for agriculture in this province of British Columbia we have also much land suitable for agriculture and fruit growing with practically unlimited natural resources in minerals, timber and fisheries. With such powerful factors as these the increased trade which will assuredly follow and find an outlet in the Pacific coast will assume proportions and magnitude of which cannot be estimated. It will be well, therefore, for builders of the empire to keep in close touch with the progress of Canada generally but particularly with this western portion.

For these reasons the Victoria, British Columbia, board of trade desire to extend to you a very cordial invitation to hold the seventh congress of chambers of commerce of the empire in this city, the capital of British Columbia, as we are fully assured that in no other part of the British empire could the delegates assemble with similar instructive advantages.

T. W. PATERSON,
President.

F. ELWORTHY,
Secretary.

Visitors—On November 9th last, the board was honored with an address by Mr. J. S. Larke, Canadian government commercial agent, who was returning to Sydney, N. S. W., where for several years past he has done much in developing trade between Australia and Canada. This board of trade greatly appreciates the work he has done and on the occasion mentioned received very valuable suggestions for increasing that trade. The opportunity was also availed of to discuss the desirability of securing preferential treatment in trade between Canada and Australia. The board found in Mr. Larke a very strong advocate of this policy who, after recommending the steps to be taken in Canada promised that he would act vigorously towards the same end upon reaching the seat of his labors.

On 28th May of this year Professor J. C. McLennan, director of the Physical laboratory of the Toronto university, delivered a lecture, under the auspices of thi board, upon the Metric system of weights and measures. The subject was presented in a lucid and entertaining manner and favorably impressed the large audience. The board is indebted to Hon. Wm. Templeman, minister of inland revenue for this courtesy and instructive address.

Trade Commerce and Outlook—It may be stated without fear of contradiction that the trade, commerce and business generally in Victoria was never in a healthier condition than it is at the present time and the feeling of optimism in looking ahead appears to be fully justified. Following are the results for the past twelve months:

TRADE AND COMMERCE

Imports	$3,354,274
Exports	1,401,817

SHIPPING.

	Entered	Cleared
Coast trade vessels	2,325	2,364
Foreign trade vessels	1,018	1,059

COLLECTIONS

Custom house	$815,680.94
Inland revenue	175,477.37
Post Office (approximate)	57,000.09

The shipyards, lumber mills, paint works, chemical works, cement works and other manufacturing enterprises are working to their full capacity and the demand for labor is greater than the supply. This want of labor, notwithstanding the increased wages now paid is especially felt in agriculture and fruit growing and is assuming a serious aspect; nor is a solution of the problem yet in sight. Mention must also be made of the lack of domestic help. Wages are very high and the suitable help available is short of the demand. This has arisen from the exclusion of Chinese by the $500 head tax and the inadequate supply of white labor. It is hoped that a better understanding of these matters will result in an influx of labor from centres of population where conditions are less favorable.

It has been demonstrated that the per capita contributions of the people of British Columbia to the revenue of the Dominion are fully three times as large as the average contributions of the people of the Dominion, and there is no doubt that this will continue to be the case for many years to come. Whether or not the expenditures of the Dominion in this province bear a just relation to these contributions need not be here discussed, but the fact above mentioned, fully justify the contention that a judicious outlay of public money along lines calculated to promote the development of the resources of the province and the consequent influx of population, will certainly prove an excellent investment for the country from a revenue standpoint. If, for example, by the expenditure of any considerable sum of money such an impetus could be given to the settlement of Vancouver Island, and the exploitation of its unsurpassed wealth that the population would be doubled, this would mean an additional annual contribution to the federal treasury from this Island of probably $1,000,000, without adding materially to the annual charges which the Islands gets from the Dominion. Hence to give the argument specific application, if the establishment of all-rail connection between the Island and the mainland would lead to the doubling of the population of the former, the Dominion government would be fully warranted in incurring a very large expenditure for that purpose from the Island point of revenue alone, not taking into account the advantage to the whole country that would be derived from the utilization of the great resources of this valuable Island of trans-continental and trans-oceanic routes of transportation. That such an increase in population may be confidently expected as the result of such all-rail connection is a claim which will not be disputed by anyone at all conversant with the natural wealth of the Island and the strategic value of its seaports. The board, therefore, feels that in pressing upon the Dominion government the claims of Victoria and Vancouver Island generally for such expenditures as will secure this much desired railway connection with the mainland, it is acting, not only in the interests of the localities with the welfare of which it is most intimately concerned, but is taking a course which will prove of very great advantage to the whole of Canada.

(Continued on Page Six.)

HOTEL PROPRIETORS, GROCERS and all dealers in the LEADING BRANDS of Scotch and Canadian Whiskies, French and Rhine Wines, HAVANA CIGARS, Etc., Etc., are invited to mail us for our wholesale price list and best terms.

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Wholesale Shippers and Importers.
YATES STREET. - - - VICTORIA, B.C
P.L.1042.

The Celebrated English Cocoa.
EPPS'S
An admirable food, with all its natural qualities intact. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.
COCOA
The Most Nutritious and Economical.

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56 Fort Street
PHOTOS - AMATEUR DEVELOPING AND ENLARGING
PRICES MODERATE.

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(Continued on Page Six.)

VICTORIA SEALERS HAVE BEEN RELEASED

Were Prisoners at Khaboroosk in Siberia For About Two Years.

RUSSIAN CRUISER SUNK SCHOONER

Capt. Thompson, One of Number Loaded With Chains and Badly Treated.

After being imprisoned in Siberia for two years, five sealers, including three Victorians had two San Franciscans, all of whom were hunters on the Japanese sealing schooner Kreichi Maru, formerly the Diana, have been released and have reached Kobe. The released sealers have had some trying experiences. Their schooner was sunk by the Russian cruiser Gromoboi and they were taken to Siberia and imprisoned. One was loaded with chains and kept in close confinement in a small unlit cell swarming with vermin for six months, suffering so that when brought out for trial he could not walk. The released sealers are Edward McNeill, seal-hunter, son of Mrs. McNeill of Parry street, Victoria, George McCamish, whose parents reside at Benicia, Cal., and Capt. T. R. Thompson, of San Francisco, Joe Knapp, who was navigating officer of the Japanese schooner and suffered most therefore, and Jose Villea, a Spaniard or Mexican who belongs to San Francisco. Nearly all the men are well known in Victoria, though they have been hunting on Japanese schooners for a number of years past. McNeill, McCamish and Knapp, were the hunters on many Victoria schooners and local sealers say they are all first class sealers. They were hunters of the schooners Triumph, Carlotta G. Cox, and other vessels. McNeill was for some time with Capt. Collins in the old Sea Lion. Capt. Thompson, the San Francisco sealer, was for a time mate of the Russian seal-patrol steamer Kotik.

The Kyoichi Maru

Capt. T. R. Thompson told of the capture and imprisonment by the Russians as follows: "On January 20th, 1904, we left Japan on the Japanese sealing schooner Kyoichi Maru, formerly the Diana, of Yokohama, to go sealing. War was threatening, and in the event of war we decided to hoist the British or Danish flag. The first news of the outbreak of war we received from a Japanese schooner that we fell in with on the northern coast, and the news was afterward confirmed by telegrams we received on March 1st. There was bad weather throughout March and we were unable to lower our boats to follow the seal herds so we decided to put back into the Sea of Japan.

"We put into Hakodate on March 27, and left two days later. We had a good season; found plenty of seals and landed 383 pelts at Hakodate on July 1st. The owner of the schooner met us there, and with a new outfit and crew, we started off the coast of Saghalien.

"We were lying in the weather, waiting for the fog to clear. When it rose we sighted a big man-o'-war with three funnels. The big hull showed in all-housette in the clearing fog. At first we could not distinguish her flag, but the Japanese forward whispered 'Russki.' Sure enough, she was a Russian.

"We guessed it was all off with the old Diana and at first thought of throwing the sealskins overboard, but as we knew we would lose them anyway, we let them remain. We hoisted the Danish flag, and having no boats on board—they being lost—we waited to see what would happen.

"Presently, a big boat pushed off from the Russian cruiser, containing about 30 men and two officers, all armed.

"'Is this a Danish schooner", they asked.

"'No,' I replied.

"'Then why did you hoist that flag."

"'Only to prevent you sinking us on sight.'

"After answering various other question, I was taken on board to see the commander. I was the navigating officer of the schooner with a Japanese captain. There was mere questioning, and at last, the Russian officer said:

"'The schooner will be sunk, and you are a prisoner.'

"I was then searched, my watch, pocket-book and pocket knife taken away, and sent below to a stateroom, where I was imprisoned with an armed sentry standing at the cabin door.

Stripped the Schooner

"Presently, I heard the winches working overhead, and, looking out from a port hole, I saw the Russians at work stripping the schooner of everything in the vessel. They soon stripped her clean, the crew, both foreigners and Japanese, were taken off, and then they sunk the old Diana, which has had such an eventful sealing history, with torpedoes. The schooner went down bow first.

"I was taken on deck and examined, I replied to questions, I said the schooner had been bound to Yokohama, but we had lost four boats in the fog and were looking for them in the fog. The boats were recovered next day, the hunters being much surprised when they brought them in to the man-o'-war, instead of to the old Diana. The cruiser, the Gromoboi, then went northward along the coast of Saghalien. Wireless telegrams were sent from the warship and two steamers came from Nicolaiefsk at the mouth of the Amur river to most of the warships. We were transferred to one of those steamers.

"On arrival at Nicolaiefsk we were all taken ashore and sent first to the military barracks. We were searched there under military escort, and all the Russians turned out of their houses as we went along to see the result of the great victory of the warship that had sunk a 60 ton sealing schooner and captured her crew. From the barracks we were sent to what we were told was another barracks—but this proved to be a jail.

"I was at once put in a cell and stripped, and every article of clothing was thoroughly searched. The lining of my cap, my coat, the soles of my shoes, were all examined and a quantity of Japanese paper I had in my pocket—paper answers the purpose of handkerchiefs in Japan, all were examined with capital care, every sheet being held up to the light to see if there was any writing or drawing on it. Soon after I was again dressed I saw a couple of blacksmiths coming in my direction, with some soldiers who carried an anvil.

Welded His Fetters

"The blacksmiths stopped in front of me and the soldiers put down the anvil. They told me I was to be put in irons. They then loaded me with chains. My resistance was, of course, useless. I struggled when I found I was to be so heavily ironed, fighting with desperation, but I was soon overpowered and had irons fixed on both arms and legs.

"The cell I was in was built of wood and swarmed with vermin. For the five nights I was there I was unable to sleep. Then we were put on board a barge and taken to Khaborovsk, on the Amur river at its junction with the Sungari, where the Russians have a large depot. The journey up the river occupied five days, and during this journey I was kept below in a dark and damp cabin, while the others were allowed to walk about the deck.

"On being landed we were taken to the military jail, and next morning, I was examined by a Colonel and an interpreter. I was asked why I was a prisoner, and in irons, and was told I was suspected of being a spy.

"I was then questioned about a map which had been discovered, but said I knew of none, except the ship's charts and a map from a newspaper which we had at Hakodate. Two days later I was again asked regarding the map and again denied any knowledge of it. They also asked me if I could tell them anything, saying the Colonel was a very good man, and if I could give them information it would be all the better for me. I told them I knew nothing of any value, but would answer any question put to me.

"Then they produced the map, which they had discovered in my pocket-book. It appears that while I was in Vladivostock some time ago, being formerly in the employ of the Russian trading company which leased the seal islands, I had a rough chart of harbors of the Commander islands, and there were some rough drawings made at Vladivostock, mostly cartoons. This, it seems, was the evidence they had that I was a spy. I explained things to the interpreter, and the Colonel said the sketch was a caricature of Alexieff's work. The interpreter said I had a lucky escape, as the paper was enough to have us hanged.

Before Courtmartial

"I was then taken back to a cell and told that I was to be tried before a military High court, and the others would be tried before a Civil court. On January 26th, 1905, I was taken in irons to the Commander's office, and after nearly six months imprisonment, found that I could hardly walk. I slipped along the snow, the guards having to support me and almost drag me along. When I got to the court I found the trial had been concluded and that we had all been sentenced to one year and four month's imprisonment.

"The court interpreter told me I could appeal, but I said no; I would rather serve six months than go back to wait another six months for a new trial. We were told that the Canadians and Americans would be sent to the military jail, but the Japanese would be kept in the barracks, as the authorities feared a disturbance if the Japanese were sent in among the Russians in prison. I have heard the Japanese were better treated than we were.

"From the time the sentence was passed we had plenty of freedom and no hard labor. The greatest hardship was the awful food, and if a man has no money or the means to earn some it is impossible to live on the rations. I got some money by making worsted slippers and three of us another time earned fifteen roubles each, doing some laboring work in the town.

Short Rations

"Last winter I was for a time assistant cook, and then assistant baker, and discovered how the prisoners are robbed of their food. The daily ration of black bread is 2 1-2 pounds, but 2 pounds is a good allowance for a prisoner to receive, while what is supposed to be a 1-4 pound meat ration measures little more than a square inch. Cabbages and potatoes were cheap, being raised in the prison grounds. For two months we had fish to eat and sour flour bread, and were practically starving. Then we got a ration of pork instead of fish, which was very small, but better than bad fish.

"So things went until our sentences expired, when we were taken to the police station and liberated, turned adrift in Siberia. After some argument we were finally given free pass to go to Vladivostock on the Trans-Siberian railway from Khaboirovsk, but we were destitute. An Englishman and a German traveler who heard our story kindly came to our assistance when we were traveling to Vladivostock and they gave us food. At Vladivostock the Japanese consul procured a passage for us, as distressed seamen, on the Japanese steamer Oyo Maru, which landed us at Kobe."

ADVERTISING MEN ARRANGE SESSIONS

Outline of Programme to be Followed at Victoria Convention.

Lewis H. Mertz of Los Angeles, the enterprising secretary of the Pacific Coast Advertising Men's Association, is already to the fore in his energetic efforts to make the Victoria sessions, to be held here three days this month, on the 21st, 22nd and 23rd, a success. The following letter, which denotes the advertising and "go-ahead" style of the association, has been mailed to all members of the institution:

Office of Secretary-Treasurer,
Los Angeles, Cal., July 3, 1906.

To the Members of P. C. A. M. A.:

While the smell of cannon crackers still smudges the air, it ought to be easy to be patriotic.

Which in our case means ad-otic.

Yes, we must stand by our profession—our craft. We must work together through our association.

Now let's rally strong at Victoria, B. C.—stronger than we did in the days before the disaster.

To Canada, then, for the convention in Victoria on July 20, 21 and 22. What other Coast organization is doing that? What other promotion body includes Canada in the work? Pioneers, as usual.

Local arrangements are in charge of our fellow-member, Herbert Cuthbert, secretary of the Tourist association of Victoria. Both he and your secretary will answer questions.

A specially reduced fare has been offered by the transportation companies, particulars of which have been printed and mailed to all individual members. It is expected that with the reduced rate and the good programme which has been arranged, the number of delegates visiting this city will be largely increased. Arrangements to this end are now being perfected.

CHINESE STUDENTS BROUGHT TO AMERICA

Forty Young Celestials Arrived on Tango Maru in Charge of Professor.

PROF. TENNY DIRECTS MOVEMENTS

He Tells of Conditions in Chinese Empire---No Anti-Foreign Movement.

The steamer Tango Maru, Capt. A. E. Mose, of the Nippon Yusen Kaisha line, which arrived yesterday from the Orient, brought among her saloon passengers Dr. Chas. D. Tenny, LL. D., formerly professor of the Imperial Chinese college at Tientsin, and recently appointed director of the Chinese government students in America and England, and forty Chinese students in his charge bound to Cambridge, Mass., to enter United States universities as soon as they have been given a course at some preparatory school to give them an opportunity to acquire the ways of the land. The students are all young men, and bright-looking aggregation. They wear foreign clothing and each one has sacrificed his queue; the forty having had their queues removed before leaving Shanghai. Of the forty, thirty are being sent by the Chinese government which has collected the students from many provinces of China and ten are paying their own expenses. The customs officials arranged to permit the landing of the party and the students were driven to the Chinese quarter last night where they were entertained by local Chinese.

Professor C. D. Tenny brought with him ten thousand taels, the equivalent of $7,832, which was sent in his care for the Chinese sufferers at San Francisco by Viceroy Yuan Shih Kai of Chihli. He has sent the exchange for this amount to Dr. Atterbury of San Francisco with whom he has been in correspondence and the San Francisco man has agreed to disburse of the money on his behalf.

In an interview given to a Colonist reporter Prof. Tenny said the

Boycott Against U. S. Goods

had run its course in Shanghai and coast ports; it never had any hold in the north, where Viceroy Yuan Shih Kai is in charge. "There are no indications of anti-foreign disturbances in China, nor do I think any likely. The educational reforms which are being rapidly carried out may give rise to uneasiness. There are several parties now formed, conservatives, conservative progressists and radicals, and there may be some uneasiness pending adjustment. There will, of course, be local disturbances in which foreigners may be involved, but there is nothing to indicate any general anti-foreign movement. As for Boxerism, it is dead. True, there were some stories recently of placards being posted at Tientsin and Peking, but the stories were much overdrawn. There was some gossip recently regarding the proposed appointment of Viceroy Yuan Shih Kai as governer of Manchuria, but he would not accept that position unless forced to do so. Viceroy Yuan Shih Kai's influence is daily increasing, and he is without doubt the strongest man in China at the present time. He is China's strong man and the Chinese are looking to him with great hope. His son Yuan Yuen Tai, a young man of 22 who speaks English excellently and has been under foreign military tutors, has been despatched by his father, the Viceroy, with a force of Yuan Shih Kai's troops to Manchuria to

Suppress the Brigandage

which has been increased in the Manchuria provinces as a result of the disorganization following the war.

Just now Chinese who have received foreign educations are given much advancement in China. Since the war the Chinese have been looking with great appreciation upon those versed in western learning, with the result that graduates of foreign colleges are given advancement. Teng Shae-I, who with Yung Ching, a Manchu, was recently appointed supervisor of the Imperial Chinese customs, a newly created office, is a graduate of Yale university. Tong Shao-I is vice-president of the Chinese Board of Foreign Affairs and is conducting the RussoChinese negotiations with Mons Pokotiloff, the Russian minister at Peking. While he is a clever man he has a capable rival in Tung Shao I. The negotiations are dragging considerably, Russia assuming a blustering attitude similar to that adopted before the war, but the Chinese no longer give the same value to this bluster and bluff.

The appointment of these officials to the charge of the Chinese customs does not mean the ousting of Sir Robert Hart, director of Chinese customs, as was reported. The appointment does not signify a change in the existing relations, but the general opinion is that the appointment is the first step to prepare the way for the assumption of the

Management of the Customs

by China on the death or retirement of Sir Robert Hart, who is now an old man. The Chinese want to get things in their own hands, there is a general movement in this regard throughout the country, not alone in respect to the customs but with all else, and that the Chinese may, as it were, understand the ropes, Sir Robert Hart will hereafter report to the two officials instead of to an impersonal office.

There is a general feeling that the time has come for China to assert herself, and restrict the privileges heretofore given to foreigners. This feeling finds action in the recent order that

No More Foreign Merchants

will be permitted to open stores in the Chinese city at Peking. Foreign merchants will hereafter be confined to the legation quarter. This movement is being carried out without unnecessary severity.

There have been many improvements in the old Chinese capital, these things in themselves indicating the changed conditions. The palace guards, which heretofore consisted of spearmen and archers, are now trained soldiers of Yuan Shih Kai's army, carrying rifles. About six weeks ago there was a scare at Peking, and the guards were doubled. Why this was done was not learned. Nothing happened, no matter what was anticipated. There were some time before bomb scares, bombs having been found in places, and the doubling of the guards may have been due to this. Other improvements at Peking are in the macadamizing of roads, and an American architect, C. D. Jamieson, C. E., is now engaged in erecting a big foreign-styled building of brick and stone for the Chinese foreign office. A large new foreign hotel, the Wagon Lit, has been established last year near the Hataman gate, not far from the Peking railway station. There are many changes, which, when the previous spirit of the Chinese with regard to things foreign is considered, are signs of the times.

The Standing Army

of China, which Yuan Shih Kai has brought to such a state of proficiency, is now an army to be reckoned with, instead of the old-time force that was little better than a jest. The drill of the new army has been pronounced by foreign experts who have seen the army on parade and at manoeuvres to be superb. Of course, the army has not been tried other than on the parade ground. The defect at present is in the scarcity of officers whose strength of character is sufficient to give them weight. The common soldier is of the best and compares most favorably with that of any army. The officers are being well trained, and before long the army will have an efficient corps of officers. The administration, which at one time so greatly weakened the army, has been made fairly honest, and, as stated, the Chinese army is one to be reckoned with. New preparations are being made for extensive manoeuvres which will be held next year in which the armies of both Yuan Shih Kai in the north and Chang Chih Tung in the south, will take part.

The radicals of the newer elements of China, especially students from Japan, are the only dangerous faction. These men have been more or less intoxicated by the

Success of Japan

an Oriental nation, over the big western power so greatly feared aforetime, and not having been trained sufficiently to grasp the philosophy of the western learning, are clamoring for immediate changes in China. The more sober conservatives are seeking to secure reforms, but recognize that it is only by slowness and caution that the fabric of modern China will be changed, and these men resent the dangerous clamoring for sudden upheaval. It is only by maintaining watch over the radicals that trouble is averted.

In the event of the death of the Empress Dowager, the real ruler of China, it is not improbable that there would be some degree of internal disturbances, but the death of the Emperor, at present under the rule of the Empress Dowager, would cause no disturbance. True, no heir-apparent has yet been chosen, as is usual, but there are many eligibles among those of the Imperial clan.

LINK YUKON TO THE OUTSIDE WORLD

Proposed G. T. P. Railway Will Extend From Hazelton to Dawson.

In its last issue the International Railway Journal remarks that there is "high state need" for a railway connecting Yukon with the rest of Canada, just as the C. P. R. was needed to connect British Columbia with the rest of the Dominion. A project for such a road, the Journal remembers, was passed in the Canadian Commons a few years ago, but was held up in the Senate. As a result a large proportion of the Yukon trade now goes by water to Seattle and the Western States. The best route to the Yukon is by the great central valley, over 700 miles long, which traverses British Columbia from south to north, which would bring the railway within 500 miles of Dawson city. The article concludes: "Apart altogether from its political value to the Dominion, such a road would open up a country rich in gold, silver, copper, lead, zinc, coal and other minerals, and would incidentally cross the lines of all the present or projected Canadian transcontinental lines."

An 800-Mile Branch

This is exactly one of the projects which the Grand Trunk Pacific has in view, and which will probably be carried out at an early date after the main line is finished. The G. T. P. charter contains a provision for a branch from the main line to Dawson, and so also does the G. T. P. Branch Lines Bill. The Dawson branch will start from a point near Hazelton, a distance of about 800 miles from Dawson, and will traverse the central valley of British Columbia during the first part of the route. An interesting point in connection with this branch is that it will cover exactly the same route as that selected in 1868 for the famous "overland" telegraph system, which was attempted in 1868 to connect Europe with this continent by a line through Russia, across Siberia, the Behring sea and the American continent. The line was started, but long before it was completed the invention of the submarine cable for long distance work obviated its necessity, and the work was abandoned, with heavy loss to its projectors. The engineers engaged in surveying for the G. T. P. discovered many traces of the work of construction gangs of this ancient scheme, trails being found, once again overgrown with brush, while occasional heaps of rotting telegraph posts attested to the fact that work had gone a considerable distance before the plan was abandoned.

To Help Canadian Commerce

The completion of this branch line to Dawson city will undoubtedly restore to Canadian commerce the trade of the Yukon, which has so far largely gone to Seattle. More than that, the G. T. P. officials expect that, as soon as their through line is completed to Prince Rupert they will turn the tables and not only win back Canada's trade, but secure a good percentage of the Alaskan traffic, as Prince Rupert will be many hundred miles nearer the Alaskan headquarters than any other port with railway facilities, besides offering a considerably shorter land route to New York. In the distant future it may also establish close connection with the terminus of the Russian trans-Siberian railway, and thus establish an almost altogether all-rail route between Europe and the American continent, as the Behring strait is only some thirty-five miles wide, with three intervening islands.

A RATE WAR.

Japanese Line and Shanghai Steamers in Competition.

Advices from the Orient state that a rate war is in progress between the Butterfield and Swire line and the Nippon Yusen Kaisha's Shanghai line. The N. Y. K. is carrying on the competition not only in freight traffic but also in passenger traffic. For the latter purpose it has placed such steamers of high speed and good equipments as the Kasuya, Kosai, and Hakuai on the Yokohama-Shanghai line, and is going to displace the Niigata, Fushiki and Chiyodo of the Yokohama-Shanghai-Hankow line by the Tairen, Tategami and Yamashiro from the 23rd inst. Messrs. Butterfield and Swire have decreased the freightage on sundry goods from 7 yen to 3 1-2 yen per ton, and are paying a commission of 10 to 20 per cent, to canvassers for cargo. Their steamers have been carrying a fairly large amount of cargo from Shanghai to Japan.

NEW TEACHERS ARE NAMED BY TRUSTEES

A Busy Session of the School Board Held Yesterday Evening.

MR. DEANE GOES TO BOYS' CENTRAL

Salary List Increased in Order to Meet the New Requirements.

(From Friday's Daily.)

A meeting of the board of school trustees was held last evening, when the appointment of several new teachers was made. To fill the position of principal of the Boys' Central school, made vacant by the resignation of J. H. Gillis, the trustees appointed Mr. Deane, who at present holds the principalship of the Victoria West school; J. H. Solloway, first assistant of the Boys' Central, being made principal of the Victoria West school. For the sub class in the High school, Mr. McLaren of the South Park school and Miss McGregor of the Girls' Central are slated to fill the positions. To fill the other vacancies the board selected R. McMillan, Mrs. Brock and Miss Isabel Cathcart.

The salary list was also dealt with, and increases amounting to $1500 per annum were made, of which $625 comes out of the revenue for the current year, which sum is well within the estimate made by the board at the commencement of the year.

With the exception of Trustee Miss Cameron all the trustees were present, Chairman Huggett occupying his place after a trip to the Old Country.

Taking up the routine business, a communication was received from Miss Ruth Pope, containing her resignation from the teaching staff and thanking the board for their kindness during the time she had been engaged in the work.

The resignation was accepted.

Miss Russell, principal of Spring Ridge school, requested leave of absence for three months.

The request was granted.

Miss Cann, secretary of the Teachers' Institute, thanked the board for the use of the High school for the institute meetings.

Received and filed.

Building Inspector Northcott reported as follows, which was received and filed:

Mesdames and Gentlemen—Yours of June 20 last received requesting me to confer with Trustee Lewis in regard to the condition of the Hillside and Rock Bay school premises, and report thereon to the board as to the suitability of these premises for school purposes, and as to the propriety of considerable expenditures thereon.

I have conferred with Trustee Lewis and have examined the schools mentioned, and would respectfully report to you as follows:

1st. I do not consider the site of the Hillside school suitable in any way, as the grounds are too low and not large enough for a school of that size, and, besides, this property is too close to the North Ward school, and it should be more central, and, in my opinion, the time is not far distant when this school, and the Spring Ridge school, will be merged into one in a more central location.

As to the condition of this school, the fences and shed are in good condition. The railing, steps and roof need repairing. The sanitary arrangements should be attended to, if this school is to be kept in use.

2nd. Rock Bay school I consider is well situated on good high ground, and in a central location, being between the North ward and the proposed new Victoria West school. In my opinion a school will always be required for small children in this locality.

Condition of this school—The building requires painting outside; the sidewalks, steps and fences require repairing, and proper sanitary arrangements provided, and to connect with the sewer.

WM. W. NORTHCOTT,
Building Inspector.

H. B. Mackenzie, manager of the Bank of British North America, wrote as follows:

Victoria, July 10, 1906.

Alfred Huggett, Esq., Chairman Board of School Trustees, Victoria, B. C.

Dear Sir—Referring to the conversations which I have had with you on the subject of a school savings bank, I now beg to inclose specimen forms with directions showing how this business is conducted, and from which you will see that the routine is of a simple character. Briefly, it amounts to this: Deposits in sums of any size are collected once a week from the scholars, and a record of the amount deposited by each scholar is kept by the teacher; the total amount is then placed in the bank in the name of the principal as trustee. When scholars have more than $1.00 at their credit the bank will issue a separate book, and such scholars then become direct customers of the bank. Further deposits in such books of $1.00 or upwards can be added from time to time as the scholar accumulates the necessary amount in the trust account. Interest at 3 per cent. per annum will be added to both trust and separate accounts half yearly, in the same way as is done with the ordinary accounts in the savings department.

To withdraw money the bank will require the signature of one parent as well as the scholar's, and withdrawal slips must be countersigned by the teacher.

I inclose a table of statistics showing the deposits under this system made in 122 schools in Eastern Canada and the United States, from which you will see that the total amount on deposit to school children at January 1, 1906, amounted to $1,223,560.32. You will find on the back of this table of statistics an address given by Mr. J. H. Tiery, Long Island city, which is helpful in giving an understanding of the subject.

I think I have laid before you all that is necessary to enable the project to be dealt with by the school board, but if there is any further point upon which you would like me to be more explicit, I shall be glad to hear from you. In conclusion, I beg to offer to introduce this system for the public schools of Victoria, beginning with the next term. The bank will provide all the necessary stationery, so that the school board will be under no expense, and I shall be glad to hear that the board is willing to give it a trial.

H. B. MACKENZIE,
Manager.

Chairman Huggett said that Mr. Mackenzie had been in conversation with him, and during the time he was in the Old Country he had taken the trouble to enquire into the matter and found that it was becoming a very general practice. He was of the opinion that a committee should be appointed to confer with Mr. Mackenzie.

Chairman Huggett and Trustees Mrs. Jenkins and Jay were appointed as a committee.

Superintendent Eaton called attention to the very fine showing made by the pupils of the Victoria High school at the McGill matriculation examination. He was of the opinion that it would be an excellent advertisement for British Columbia. He referred to the fact that the head British Columbia pupil, Miss Cockerill, last year was a Victoria girl; while a Victoria boy, A. N. King, had repeated the performance this year and was third on the list for the Dominion. He explained that those who had failed in one subject would be given an opportunity in September to write on that subject. The comparison with the Vancouver High school was also very good. Although the Vancouver High school was twice as large, the successful pupils were not twice as many.

Chairman Huggett stated that eighty Vancouver pupils tried the matriculation examination and only 20 passed; while in Victoria about half of those who tried passed. He was gratified with the success of the Victoria institution.

Trustee Jay, for the finance committee, presented accounts amounting to $277, which were received and ordered paid.

Trustee Lewis for the buildings and grounds committee reported that to repair the Hillside and Rock Bay schools would cost $1700. To arrange the North Ward school so that it could be made to accommodate more pupils would cost $3000. He was of the opinion that it was an important question, and should be carefully looked into. He thought they could secure nearly enough from their estimates to make the alteration to the North Ward instead of tinkering on the Hillside and Rock Bay schools.

Trustee Jay was in accord with the suggestion made by Trustee Lewis. He moved that the board defer any expenditure on the Hillside and Rock Bay schools until the next meeting, in order that further information can be secured.

The resolution was carried.

The board then went into committee of the whole to consider the applications for positions on the teaching staff.

Superintendent Eaton stated that there were vacancies in the Boys' Central and Victoria West schools. He was of the opinion that the High school could be carried on with eight teachers, doing away with the Christmas entrance class. He stated that he had received 32 applications for positions. For the principalship of the Boys' Central school Mr. Deane was appointed on the first vote, receiving four votes to Mr. Salloway's two. The salary attached is $1200 per annum.

For the principalship of the Victoria West school Mr. Salloway was appointed on the first ballot, receiving four votes to Mr. Netherby's one. The salary attached is $1080 per annum.

To fill the remaining vacancies R. McMillan and Miss Cathcart were appointed on the first ballot and Mrs. Brock on the third. Mr. McMillan is to receive $720, Mrs. Brock $700 and Miss Cathcart $600.

The salary question was taken up in committee and resulted, as already stated, in an increase of $1500 per annum, after which the meeting adjourned.

MINING PROGRESS IN THE INTERIOR

Resume of Recent Developments Showing Great Activity in All Quarters.

The first three days of last week were more or less generally observed as holidays all through the mining sections of Southeastern British Columbia, and in consequence the ore shipments for the week are below the average in all the districts reported on, says The Nelson News of Sunday.

The holidays have also had a quieting effect on mining and mining deals generally, but this of course is only of a temporary character.

The fact that the Great Northern railway interests are actively engaged in attempting to obtain an ore supply for their road from Rossland has caused a stir in that camp, and it is asserted that efforts are being made to induce the owners of the California property on Red mountain, lying in comfortable proximity to the Le Roi No. 2, to reopen the mine and ship the output to the Northport smelter over the Great Northern road. A great deal of work was done on the California some years ago, under the direction of W. Yolen Williams, now consulting engineer of the Granby company, and the recent visit of this official to the property has revived interest in it. Mr. Williams' opinion of the mine is well known to many Rossland mining men, and it is also pretty well understood that when work was stopped some time ago it was because the owners had their hands full with other matters and not because they thought the mine had no future. Another vigorously developed property at the present time would swell Rossland's payroll considerably and help that city's business very materially. Just what the outcome of Mr. Williams' visit of inspection will amount to remains to be seen, as the mining engineer in question absolutely refuses to discuss matters just now.

Over in the Boundary another deal is reported, important for one particular and that is the bonding of the White Bear group in Franklin camp to English capitalists for some $50,000, with provisions for continuous development of the property. The Boundary country is being widely exploited by American moneyed men, but the case in point is a healthy indication that English money may be expected also, and so add to the continuous activity everywhere noticed in mining matters in this district. The latest news also points to the working of the Snowshoe as quickly as the mine can be pumped out and men put to work. Evidently the C. P. R. interests, which recently acquired this property, propose to lose no time in getting it on the shipping list.

In the Slocan district, while there is no particular news of importance to note at the moment, it is gratifying to learn of the ever increasing number of comparatively small properties working, which appear in the weekly shipping list, at present rather irregularly, but which promise to do much better before the end of the year is reached.

A BUSY SESSION OF TRADES' COUNCIL

Many Matters of Interest to Wage-earners Dealt With Last Evening.

PROTEST AGAINST ACTION OF POLICE

Dissatisfaction With the Arrangements Whereby Some Prisoners Were Released.

(From Friday's Daily.)

The adjourned meeting of the Victoria Trades and Labor Council was held Wednesday and was more numerously attended than any meeting held this year. The president and vice president being unavoidably absent, Richard Ryan was voted to the chair.

The following gentlemen presented credentials as delegates from their respective unions: Tailors, J. Fraser and Henry Reid; electric railway employees, A. Clayton, T. Davidson and G. F. Gray; Electric Workers, F. Shopland and A. McKenzie; Barbers' International Union, L. Knauss.

With regard to infractions of the alien labor law in this province, Hon. William Templeman wrote to say that the matter would receive his earnest consideration.

Deputy Minister of Labor Mackenzie King wrote with regard to the same matter, enclosing copies of the Alien Labor Act and advising the council that any person could act as prosecutor, and in case of a conviction the prosecutor would be entitled to receive half the fine. The matter was referred to the incoming executive.

Letters were also received from Sir Wilfrid Laurier and Hon. William Templeman, saying that the requests of the labor unions for the removal of W. T. R. Preston as Canadian emigration commissioner in London would receive their earnest consideration.

Ald. Fell of the library commission wrote to say that the council had not complied with the request of the commissioners for a list of technical books on labor.

Members of the council protested that such a list had been furnished months ago and must have been mislaid. The committee were instructed to prepare and furnish another list.

A letter was received from P. M. Draper, secretary of the Dominion Labor Congress, fixing Monday, September 17, as the date for the meeting of the congress in Victoria.

Secretary Cuthbert of the Tourist Association wrote notifying the council that Rev. Mr. Rowe, H. Kent and W. T. Williams would represent that body on the general reception committee in connection with the meeting of the labor congress.

Secretary Elworthy wrote to say that the Board of Trade would name three representatives about the early part of next week.

A letter was received from clerks and other employees, complaining that some merchants refused to close their places of business on Wednesday afternoons.

The secretary was instructed to reply to the letter, saying that the council would instruct its executive to use their best efforts to induce merchants to recognize the half holiday in question, and at the same time to inform the writers that "God helped them that helped themselves," and that they would permanently serve their best interests by becoming organized into unions.

A letter was received from Samuel Gompers, saying that J. A. Flett, general organizer for Canada, would represent the American Federation of Labor at the session of the Dominion Labor Congress at Victoria on September 17, and that it was quite possible that other officers of the American Federation would also be present.

The finance committee presented their report, which was of a very satisfactory nature. After some discussion it was decided to obtain and post up in Labor Hall a list of all publications that did not employ union printers to do their work.

Delegates made strongly worded complaints of the action of the police in making a deal with a steamship agent by which certain prisoners were allowed to leave the prison to take the place of union men who were on strike. The secretary was instructed to draw the attention of the city council to the matter, and to say that, while they could not reasonably object to the agent in question paying the fines of the prisoners, yet it appears from the reports of the transaction which appeared in the daily papers that the agent in question made "the dicker" with the prisoners in the presence of the chief of police, and was only willing to pay the fine on condition that they agreed to go as firemen on his boat; or, in other words, to act as strikebreakers.

The following officers were elected for the ensuing term: President, G. F. Gray of the Electric Railway Employees' Union; vice president, C. R. Carter of the Plumbers' Union; secretary, C. Sivertz of the Letter Carriers' Union; treasurer, A. Johnson of the Laborers' Union; executive committee, G. F. Gray, C. R. Carter, C. Sivertz, A. Johnson and J. C. Watters.

It being very late, the meeting adjourned until Wednesday, July 18, when matters pertaining to Labor Day will receive the undivided attention of the delegates.

DROWNING ACCIDENTS.

Six Lives Lost in Attempt to Rescue a Seventh.

Cedar Rapids, Iowa, July 12.—Seven girls ranging in age from 7 to 16 years were drowned today in Cedar River, only three blocks from home, while wading. The smallest child slipped into a deep hole, and in trying to rescue her six others were drowned.

Utica, N. Y., July 12.—The body of Miss Grace Brown of Ostelick was recovered from Big Moose Lake, in the Adirondacks, this afternoon. The lake is still being dragged for the body of her companion, Carl Graham of Albany. The young people arrived at Big Moose yesterday, and after registering at the Glenmore Hotel secured a boat and went out on the lake for a row. At noon today the boat was found upside down. Efforts are being made to locate relatives of the couple.

The Colonist.

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THE SEMI-WEEKLY COLONIST

One year	$1 00
Six months	50
Three months	25

Sent postpaid to Canada, United Kingdom and United States.

A GREAT NATIONAL MEMORIAL.

Advance volumes have reached the Carnegie Library of a work which is perhaps the greatest of its kind that has ever been undertaken since the time of "Domesday." The Victoria History of the Counties of England, as it is called, represents the united effort of antiquaries, naturalists, scientists, agriculturists and business men throughout England to present what shall be an exhaustive survey of the whole country down to its remotest hamlet. Begun under the patronage of the late Queen shortly before her death, it will probably take ten years more to complete it, when it will be followed by the histories of Scotland and Ireland on the same scale.

In the words of its editor, it traces, "county by county, the story of England's growth from its prehistoric condition through the barbarous age, the settlement of alien peoples and the gradual welding of many races into a nation which is now the greatest on the globe." But this description of the scope of the work really conveys an imperfect idea either of the vastness of the ground it covers or of the extraordinary completeness of its execution. Every county has its special council of workers, recognized as local authorities of weight, and these are marshaled under men of the highest eminence in their respective branches of science; indeed, there is hardly a man of first rank in England who is not in some way concerned in the production of this book. The British Museum, the Public Record Office, the College of Arms, the Royal Geographical Society, the Linnean, the South Kensington Natural History Museum and other societies have all contributed the services of their most skilled experts, with the result that every subject treated is dealt with as exhaustively as though it was the only one of importance. Indeed, to open a single volume is enough to stagger one, as the list of contents is confronted. The question may not unnaturally arise, What is the good of all this elaboration of detail, especially in an age in which the shortest road is taken to every sort of knowledge, and a magazine article is generally considered to contain more than enough information, upon whatsoever topic it touches? The answer to this is to be found in the universal demand which, in spite of signs to the contrary, undoubtedly exists for accurate and trustworthy information upon scientific and historical subjects. It is perfectly true that the general public is easily satisfied with a general statement about those things in which only a general interest is taken; but let that interest be aroused to a special degree in any one person, and it will be seen how soon he desires to learn far more than any general work can tell him. In fact, it is an age preeminently of specialism, and behind all this slight or superficial knowledge which we are inclined to sneer at as of such little value, a keenness will be found to master details and arrive at correct conclusions such as probably has never existed before. If, then, it be a desirable aim to arouse in those of British descent an interest in the home of their fathers, in the real life-conditions of those from whom they have sprung, it is absolutely necessary to satisfy that interest with a wealth of true and accurate detail such as is here provided. No one probably will seriously contemplate reading much more than the particulars of that neighborhood with which he is personally associated, but everyone will find his own neighborhood treated with a fulness of detail he has hardly dreamed of. He can tell his children particulars of the town or county life of their forebears, he can show them the church, the school, the very inn of his village. He can supplement his own knowledge of the families of his neighbors with facts he has forgotten or never heard before. The owners of the old manor house he can trace back to the earliest times, and perhaps in his own family or that of some more humble acquaintance recognize the descendants collaterally of a knightly house. Then the local industries of his town, its municipal life, its struggles against some usurping neighbor, its connection with some historical event of national importance, its parliamentary representation, all these things he will find disclosed with a vividness which will enable him to recall many a long forgotten incident, and so to transmit to his children that traditional association with his native place which is invaluable as a means of awakening the historic faculty in those who live in a country remote from the land of their fathers.

There are some who think that a new life can worthily be begun by obliteration of the old. This is not the common experience of mankind. That man is a remembering animal, that he alone can project his mind back into the past as well as forward into the future, is sufficient to indicate that the present cannot well be served without the exercise of both faculties. In the study of the Victoria History of England he will certainly have enough opportunity afforded him for the former.

THE RAILWAY BELT.

How many people in British Columbia know just what is meant by the "railway belt?" Ask the first man you meet about it and ten to one he will say: "The railway belt, oh yes, that's C. P. R. land, twenty miles each side of the main line," or something to the same effect. It seems to be pretty generally accepted in the public mind that the railway belt is the property of the C. P. R. and that company is charged with owning half the province, while, as a matter of fact, all the C. P. R. owns in the railway belt is its right of way and station grounds.

The railway belt is the property of the Dominion of Canada, and is under the jurisdiction of the department of the interior. It embraces all the territory for twenty miles on each side of the C. P. R. from New Westminster to the summit of the Rocky mountains, a distance of 400 miles, and contains 16,000 square miles or 10,240,000 acres—a part of British Columbia's contribution in land to the initial cost of the C. P. R. This strip of 40 by 400 miles in the very heart of the province includes within its boundaries very large areas of mineral, timber, agricultural and pastoral lands, some of the choicest and most valuable in British Columbia, several flourishing cities and towns, such as Revelstoke, Kamloops, Golden, etc., there are thirty-five lumber mills, working under Dominion licenses, in the belt, which produced 335,328,432 feet of lumber last year and large mining operations are also carried on within its borders. The Dominion government maintains land offices at Kamloops and New Westminster, but the work of these offices is insignificant compared with the business done in those of Alberta, Saskatchewan and Manitoba. During the year ending June 30, 1905, there were 149 homestead entries recorded at Kamloops, and 40 at New Westminster, or only 189 in all, a surprising fact when the great demand for land which exists at present throughout the west is considered. The reason of this inactivity is not far to seek, however, and the cause of it furnishes one more instance of the neglect of British Columbia interests by the Dominion government. Settlers cannot get land within the railway belt, because the land is not surveyed and, unlike the provincial government, the Dominion authorities will not allow a man to select and survey his homestead, so hundreds of settlers are being barred out of British Columbia by this iniquitous policy of inactivity. From the western boundary of Ontario to the eastern slope of the Rocky mountains the whole country is a vast checker board of townships, subdivided into sections, half sections and quarter sections, affording every facility of selection to the home-seeker, but at the British Columbia boundary the survey system ends and the prospective settler can obtain absolutely no information from the officials of the interior department. If he applies to the agent at Kamloops or New Westminster he is told there is no land surveyed into homesteads, though there are thousands of acres of wild land lying idle. If he applies by letter for information as to the lands in the railway belt he is told that the government does not publish any pamphlets descriptive of British Columbia lands, but he may get from the C. P. R. a pamphlet entitled "British Columbia," which contains something about the railway belt. If he prosecutes his quest to the end this is what he finally succeeds in securing:

All the lands in British Columbia within twenty miles on each side of the Canadian Pacific railway main line are the property of Canada, with all the timber and minerals they contain (except precious metals). This tract of land, with its timber, hay, water powers, coal and stone, is now administered by the department of the interior of Canada, practically according to the same laws and regulations as are the public lands in Manitoba and the Northwest Territories. Government agencies are established at Kamloops, in the mountains, and New Westminster, on the coast.

Any British subject who is the sole head of a family, or any male of the age of 18 years, may secure a homestead of 160 acres on any unoccupied Dominion land, on application to the local land agent and on payment of a fee of $10. The homesteader must reside on the land for six months in every year, and cultivate at least 15 acres for three years, when he will be entitled to a free grant or patent.—British Columbia. Issued by the C. P. R. Co.

That is all. Possessed of this magnificent tract of territory for over twenty years the government of the Dominion has not, in the last decade, raised a finger to assist in its settlement. The surveys inaugurated by the Conservatives were discontinued and British Columbia's railway belt might as well have been in the heart of Africa for anything the Liberals have done towards advertising its great resources and the advantages which it offers to the farmer and fruit grower. It is not mentioned at all in the greater number of the immigration pamphlets with which the interior department has flooded the United States and Europe but in some of them, treating on "Western Canada" British Columbia is mentioned in an incidental way and occupies about the same space as Yukon, MacKenzie or Ungava.

The Kamloops Standard recently called attention to this great injustice and urged that a remedy should be applied at once. The remedy is simple, merely to extend the survey system to the railway belt, wherever practicable, and leaving out the mountains there is ample ground for its application—and to advertize British Columbia as a field for investigation as extensively and persistently as the Middle West provinces.

A NEW GOLD FIELD.

The mineral discoveries at Cobalt seem doomed to be dwarfed by the recent finds of gold in the country further north. Rev. Father Paradis, who has been engaged in missionary and colonization work in northern Ontario and Quebec for twenty-five years, arrived recently at Montreal and told a thrilling story of the mineral wealth of the region in which his work lies. He says the gold discovery recently reported by Messrs. Renaud and Ollier, of Villa Marie is but a mere speck on the surface of a vast mineral range that runs all the way from Lake Opasitica to the Labrador coast. It is a range of Huronian formation, full of mineral deposits and altogether different from the Laurentian range which rises from the valley of the St. Lawrence, described by miners as "starvation" rock.

The recent gold discoveries to the north of Lake St. John are on the same range, which forms the Height of Land, and consists of mineral bearing quartz all through northern Quebec and Labrador.

For more than twenty years Father Paradis has known of the existence of gold at the very point where the discovery was made by the two prospectors, and has long been convinced that right in Quebec they had gold in as great abundance as there is in the farfamed Whitwatersrand mines in the Transvaal.

"I have seen myself," he declared, "shelves of the bright yellow metal shining through the clear water from the rocky bed of the lake.

"I have told scores of people about this gold as well as of silver and copper and iron, and it was through me that Renaud and Ollier went north on their prospecting tour. Mr. Renaud is the postmaster and a merchant at Ville Marie, and Mr. Ollier is a farmer whose place is near the town.

"Since their return scores of people have left for the Height of Land, and you will hear of far more sensational discoveries than this very shortly or I am much mistaken.

"That minerals were to be found on the range has been known to the geologists, and that is why it is marked drab color in the maps. The difficulty in the way of development has been the inaccessibility of the range.

"The fact of my having seen gold was of no benefit to me personally, for I cannot engage in mining, but I have made no secret of the fact that it was there in great quantities. I have written and talked about it many times and now I really believe we are on the eve of big things."

As the exploration of the northern ranges of Canada proceeds there is no doubt that immensely valuable deposits of mineral will be found distributed through all the territory from the Atlantic to the Pacific and British Columbia must look to her laurels or forfeit her title of the "Mineral Province."

THE COMMISSION

The local Liberal press is again paying compliments to the McBride government, on the appointment of Mr. Fred Peters, K. C., as a commissioner to investigate the charges made by the Vancouver World, in what that saffron journal is pleased to call the "Pendray scandal!" The Times sees in the appointment of Mr. Peters an opportunity to vent its partizan spleen, by pointing out that the McBride government was forced to choose a good, honest Liberal to conduct the investigation, the inference being that there are no good, honest Conservatives. That the Conservative party is made up of grafters, adventurers, and corruptionists of all types is an article of faith with the Times and it is therefore quite natural that it should see in Mr. Peters' appointment an admission of the truthfulness of its estimate of the terrible Tories. It is so wanting in every other feeling but hatred of all things Conservative that it cannot realize the fact that good, honest Conservatives are always ready to recognize the goodness and honesty possessed by their political opponents, and, unlike the Liberals, are willing to trust important public business to men who, though differing with them on political questions, possess the courage of their convictions and the honor to give them expression under all circumstances. The choice of Mr. Peters is a fair example of Conservative Liberalism. The government's case is so strong that it does not require the employment of a party man as a judge, all it needs to clear itself of the vile imputations re-echoed in the Times from the World megaphone is fair play and no favor. Mr. Peters, a life long and consistent Liberal, with a clean political record, combined with a reputation for business integrity and a charming courtesy of manner, is just the man to see justice done to all concerned and in his appointment the government made a happy choice.

If a Liberal government occupied the big pile "over the bay" and that similar charges were brought against it—a suppositious case, for Conservative newspapers are not addicted to manufacturing malicious charges—it is quite certain that no Conservative would have been called upon to conduct an investigation. In such a case the country would be sifted to find the most unscrupulous partizan for the office of commissioner, in the first place that the inquiry might be burked, and in the second to save all good party men from the agony of seeing good public money paid to a Tory.

It is no wonder then that the Times grits its teeth and launches its boomerang. Why didn't the government appoint a Conservative commissioner and give it a chance to howl its anathemas, something to hit at, but here the awful McBride "gang" go and do the right thing, as is its invariable practice, and the Times is left for the nonce without a grievance.

NEW TOWNSITES.

The Associated Boards of Trade of Western Canada held a convention at Edmonton recently at which a resolution was adopted demanding that no new town shall be laid out in the new provinces until its location has been approved by the lieutenant governor-in-council, on plans submitted providing for drainage, water supply, parks, public squares and other public utilities.

The most striking feature of this resolution, says the Toronto Globe, is the inadequacy of the demands and stipulations in contrast with the magnitude of the problem dealt with. It must be clear at a superficial glance that government inspection and approval would have no effect except to transfer some of the speculative advantages from the railway promoters to the politicians. The Globe recommends that the new provinces move for the immediate application of the policy advocated by it for the development of northern and western Ontario—the reservation of town sites as sources of public revenue. This would not deprive any man of any property rightfully his own, and it would provide for all time a large and important public revenue. The railways can create or destroy towns by the adjustment of services and rates, but such things are now sufficiently under public control to assure every locality a fair chance of development. Let the commission see that the publicly owned town sites have station facilities, with fair treatment in regard to rates, and the growth of every well-selected location will be assured. Enterprising merchants will be much more likely to locate where renewable leases can be secured from the provincial authorities than where they must deal with unreasonable or unduly hopeful land speculators. In fact, the exorbitant demands of speculators have killed off many a promising town in the West, and this danger would be entirely avoided if the town sites were administered and leased to users by the provincial authorities.

AN APPEAL TO NATURALISTS.

The Colonist is in receipt of a circular letter from the Natural History Society of this city, of which the following is the text:

"The Natural History Society has undertaken the work of establishing a wild flower garden in this city. We have secured a most eligible site in Beacon Hill park, and the city authorities have promised to make us two small rocky ponds.

"Our aim is to secure a representative collection of the many beautiful wild flowers and shrubs native to this province.

"We now appeal to anyone who is interested in the flora of his particular locality to help us. We want this fall only those subjects that will thrive on rocks and in dry situations, as we shall not have water until next season.

"Our funds are limited and we cannot offer to pay for plants, but will gladly pay freight charges. It is a labor of love on our part, and we shall be glad to hear from anyone able and willing to help us in the good work."

This is a matter that has had editorial support of the Colonist on previous occasions, and we are very glad to again "raise our voice" in behalf of the enterprise. A natural flower garden in the park, in which would be represented the familiar flora of our woods and fields, would be a great attraction in itself, independent of the scientific interest it would possess for botanists. It would be educational as well as attractive, and would permit of the school children, especially, studying Vancouver Island native flora under most favorable conditions. We trust, therefore, that the Natural History Society will have the support of the public generally in making its garden in the park a success. It should receive the encouragement and assistance of the Tourist Association.

THE HAIRS STAY IN

Our stock has been augmented by the famous "SILVER DRAWN" English Tooth Brush. The hairs are permanently secured by SILVER WIRE and the brush is backed with SILVER WAX.

THE HAIRS CANNOT COME OUT

Positively the best 25 cent Tooth Brush made anywhere.
See the way the hairs are secured at

SHOTBOLT'S, PIONEER DRUG STORE, JOHNSON STREET

CANADA AS A PAN-AMERICAN.

Under the above caption the Mexican Herald of a recent date has a rather interesting editorial, based upon some observations made by a writer in the National Review, of London, England, with respect to the position which Canada will take, in the near future, in regard to Pan-American affairs. The Herald—whether rightly or wrongly, we are not prepared to say—treats the article in question as being inspired in high Dominion quarters, and terms it "an interesting disclosure of the ambitions of Canadian statesmen." It is possible that most Canadians, enjoying a nearer view of these high matters, may entertain very grave doubts as to whether even a small proportion of those gentlemen now at the helm in Dominion affairs entertain any such lofty ideals as those attributed to them by the National Review writer. For example, he says that Canada in the near future is to serve as a "mediator, a vital link," between the British Empire and the United States. This would seem to the average observer to be one of two things—either a reversal of present conditions, or the creation of a totally unnecessary office. But this London writer goes very much further as he proceeds to reveal his views of Canada's immediate future. He states in practically so many words that the Dominion is to act as the arbitrator between the United States and the growing powers of Latin America, "who wish to see Canada represented at the Pan-American Congress." In other words, as The Herald remarks, it is the aspiration of Canada, according to this writer in the National Review, "to be a sort of permanent peace tribunal for this hemisphere." And the Mexican journal goes on to remark, with what may be either sincere admiration or gentle satire, that the role above proposed "is one that does credit to the rising ambitions of Dominion statesmen, and it also illustrates their humanitarian leanings." It then proceeds, after reminding its readers that discussion on the subject is at present purely academic, Canada being still a part of the British Empire as regards international affairs, to comment upon the article in the National Review with no small degree of favor. Now, such is the present trend of trade and commerce that, of all Canada, the people of the Pacific Coast are perhaps the most vitally interested in the establishment of close and friendly mercantile relations, not merely with Mexico, but with the Latin-American countries which lie to the south of the domains of President Diaz. The expressed sentiments towards Canada, therefore, of so influential a publication as the Mexican Herald are not to be lightly regarded here. And it is with these sentiments rather than with the—as yet—political dreams of the London writer which caused their expression, that the people of the Dominion are concerned. Commenting, then, on the fact that Canadian interests are being largely extended at present, not merely in Mexico, but in the West Indies (Cuba especially), Brazil, etc., The Herald makes this significant and flattering observation: "Down here we all welcome the entrance of Canadian money and brains." The Mexican journal then turns to the National Review's expressed opinion that this extension of Canadian enterprise will soon give the Dominion a right to be heard in the Pan-American conferences, and points out that here is indicated a new phase and complication for the Monroe Doctrine. With a partial perception of this fact, "some of the papers in the United States are blowing coldly on this proposition," observes The Herald, "and are advising Canada to wait a generation or two and grow to larger proportions before attempting to win in these high matters. But Canada, we may remind some of these critics, has more people within her borders than Argentina, far more than has Chile." Two solid facts, these, it is well to observe, though far too seldom realized by many Canadians themselves. The Herald concludes a very flattering review of Canada and her prospects with the following amusingly-worded—but, it may be hoped, just—appreciation: "Canada will not be a jingo, nor will she covet her Latin-American neighbors' vineyards. She will speak words of reconciliation and apply the balsam of healing to international asperities. Lord love her, let her come into the circle." Whatever may be thought of the political side of this argument, there can be no mistaking the cordial feeling displayed towards Canada and Canadians by Mexico's leading journal, which may be presumed to voice public sentiment in general. And it is well that the existence of such a feeling should be as widely advertised in Canada as possible.

BOARD OF TRADE.

Yesterday afternoon's annual general meeting of the Victoria Board of Trade was an exceptionally important one, in the sense that official statements were made showing the remarkable commercial progress of the province during recent months. The seventh annual report submitted by Secretary Elworthy is a most excellent and comprehensive review of the industrial progress since the last annual general meeting; and the cold statistical information which is embodied in the same indicates quite conclusively that this is indeed British Columbia's "growing time." In another column this report is published, and it will well repay careful perusal by all Colonist readers. Inhabitants of Vancouver Island will of course be particularly interested in the theme of the bridging of Seymour Narrows, in order that Victoria and other Island points may have all-rail connection with the transcontinental systems on the Mainland; and the railway committee of the board is to be congratulated on the splendid case made out for this enterprise. Additional interest was lent to yesterday's meeting by the presence of Hon. R. G. Tatlow, minister of finance, and Hon. R. F. Green, minister of lands and works. The remarks made by the former respecting the financial status of the province must prove eminently satisfactory; and it is gratifying to note that approval of the minister's remarks was not lacking from those members of the board who are politically opposed to the policy of the present provincial administration. The statement made by Hon. Mr. Green that plans are in hand for a comprehensive survey of the lands of the province was a most welcome announcement; and the impression was general at the conclusion of the meeting that the showing officially made as to the outlook was extremely satisfactory.

ANNOUNCEMENT.

Yesterday negotiations which had been in progress for some days in reference to the controlling interest of the Colonist Printing and Publishing company held by Messrs. J. A. Lindsay, C. E. Pooley and A. G. Sargison, who retire from the directorate, were concluded, Mr. J. S. H. Matson will be managing director and Mr. R. E. Gosnell, editor, general manager and assistant managing director. The Colonist will continue as formerly to support the Liberal-Conservatives cause.

WHOLESALE MARKETS.

VEGETABLES.	
Asparagus, per lb.	15
Beets, per sack	$1.25
Cabbage, per lb.	3
Carrots, per sack	$1.50
Cauliflower, per doz.	$1.50
Cucumbers, per doz.	$1.80
Lettuce, per crate	$1.75
Parsnips, per sack	$1.25
Potatoes (Mainland)	16.00
Potatoes (Island)	$17.00
Potatoes (new Island), per lb.	1½
Potatoes (California), per sack	$3.00
Silverskin onions, per lb	4½
Tomatoes, local	20
Tomatoes (California)	$2.50
Turnips, per sack	85
Peas (California) per lb	5
Peas, local, per lb.	2
FRUIT.	
Cucumbers per dozen	$1.80
Grapefruit, per box	$4.25
Apples (imported)	$3.25 to $3.50
Bananas, per bunch	$3.00 to $3.50
Lemons (fancy), per box	$6.50 to $7.00
Lemons (choice), per box	$6.00
Cocoanuts, each	8
Oranges, fancy navels, box	$3.85 to $4.25
Oranges (Med. sweets), per box	$4.25
Rhubarb	3
Strawberries	10 to 12½
Cherries	10
Raspberries, per lb.	12½
Logan berries, per lb.	12½
PRODUCE.	
Eggs (local), per doz.	25
Butter (local), creamery	25
Comb honey	18
MEATS	
Tongues, per lb	20
Beef, per lb.	8 to 18
Mutton, per lb.	8 to 18
American hams, per lb.	22
American bacon, per lb.	27
Bacon, rolled	16
Pork, per lb.	10 to 15
Veal, per lb.	10 to 18
Lamb, per quarter	$1.25 to $1.5
FOODSTUFFS.	
American wheat, per ton	$32.00
Manitoba feed wheat, per ton	$30.00
Oats, Manitoba, per ton	$27.00
Oats, Island, per ton	$28.00
Barley, Manitoba, per ton	$25.00
Barley, Island, per ton	$28.00
FLOUR.	
Flour, Hungarian, Ogilvie's, Royal Household, per bbl.	$5.60
Flour, Hungarian, Lake of the Woods, Five Roses, per bbl.	$5.60
Flour, Hungarian, Moffet's East.	$5.35
Flour, pastry flour, Moffet's Drifted Snow, per bbl.	$4.55
Calgary Hungarian	$5.60
Bran, per ton	$25.00
Shorts, per ton	$24.00
Middlings, per ton	$27.00
Hay, Fraser river, per ton	$12.00
Hay, Island, per ton	$14 to $16
Feed cornmeal, per ton	$32.00
Chop Feed, best, per ton	$25.00
Whole corn, best, per ton	$30.00
Cracked corn, per ton	$32.00

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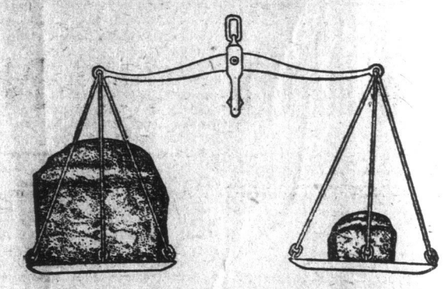

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PRINCIPAL: DR. A. O. McRAE.

References—The Very Rev. Dean Paget, Rev. W. J. Kirby, Rev. Dr. Herdman, Rev. F. Patterson.

Births, Marriages, Deaths

BORN

WINTER—At Seward, Alaska, on July 13, 1906, the wife of George E. Winter, of a daughter.

ROBSON—At Victoria, on July 14, 1906, the wife of J. J. Robson, Mayne Island, of a daughter.

MARRIED

GRAHAME-FINDLEY—In Seattle, on July 9, by the Rev. W. C. Kantner, D.D., Montrose A. Grahame, to Rena Mel Cora Findley, both of Victoria, B. C. (Times copy.)

EASTICK-SOMMERVILLE—On July 12, at St. Saviour's church, Victoria West, by Rev. C. E. Cooper, Joseph T. Eastick, of Work Point, and Miss Jessie Davis, second daughter of Mr. Wm. Sommerville, of this city.

ADAMS-POPE—At St. Saviour's church, in this city, on the 11th instant, by Rev. C. E. Cooper, M. A., George D. Adams, youngest son of the late D. F. Adams, and Miss S. C. Ruth Pope, second daughter of Dr. S. D. Pope, of this city.

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POULTRY AND LIVESTOCK

FOR SALE—Work horse; 1400 lbs. true and good worker; $75. Holmes, Strawberry Vale. jy14

WANTED—Oxen, one or two spans of good working oxen; heavy, not too old. Reply, stating full particulars and weight, price. Agricola, P. O. Box 246, Victoria. jy13

FOR SALE—Team of horses; quiet to drive, double or single, 10 years old, weight 1,200 lbs. L. Ogilvie Forde, Cobble Hill P. O. jy8

FOR SALE—One black horse, five years old, sixteen hands high, very gentle. One bay horse, six years, good driver. One sorrel horse, six years, heavy set, kind, and good worker. Also buggies, carts, wagons and harness. Apply I. J. J. Fisher's Carriage Shop, Store St. a19

Local News

Ask for Amherst solid leather footwear.

(From Friday's daily.)

Fine Fall Wheat.—The Tourist and Development Association has on display a batch of fall wheat grown on the high land in South Saanich, on the property of Mr. G. W. Wynne. The wheat is 6 feet, 3 inches in length.

Nanaimo Enterprise.—A number of Nanaimo business men are circulating a subscription list calling for money to raise a company to carry on general development, real estate, insurance and financial agency, the main object being to exploit the island's resources. A considerable number of shares have already been subscribed.

News of Murder.—A telegram was received yesterday morning by Superintendent F. S. Hussey of the provincial police from the government agent, Mr. Stevenson, at Quesnelle, telling of the murder of the Chinese cook of the Cariboo-Consolidated mining camp at Bullion. The despatch said that the murderer had taken to the woods and was being pursued.

Assault Case Dropped.—It is reported that the assault case preferred by C. S. Battle against E. Leversen, a counter charge of assault arising as a result of the recent fracas in the office of a local business man when a dispute took place with regard to a timber deal, will be dropped. The case was remanded until this morning. Battle was committed for trial some time ago upon a charge of aggravated assault preferred by Leversen.

Adopted as Text Book.—The first history and geography of the province of British Columbia to be locally written has been adopted by the department of education as a text book in the Provincial schools. The book is entitled a History and Geography of British Columbia and the historical section is written by Miss Maria Lawson, the geographical by Rosalind Watson Young, M. A.

Graft in 'Frisco.—"The Klondike stoves sent down from Vancouver to San Francisco started a man in business and not one reached the people for whom they were intended. The supplies sent down on the Amur furnished three grocery stores, thus doing good in a way that was hardly contemplated by the Canadian donors. A good many people in San Francisco owe their start in life to Canadian beneficence." So says Miss McLean, a Vancouver trained nurse who has just returned to the Terminal City from San Fancisco.

Kootenay Exams.—Principal J. W. Church, M. A., of Corrig College returned yesterday by the Princess Victoria from Seattle, in company with Inspector D. Wilson, M. A. The two gentlemen have been conducting the teachers' High school examinations in the Kootenay district. Principal Church remarked on the steady advancement in the Kootenay district. There are now four High schools and each presented candidates for the various grades. Nelson in paticular is forging ahead and Mr. Church promises a very good mining future for the whole district.

Battle vs. Leverson.—The charge of common assault which was entered by C. S. Battle against D. Leverson, has been dropped and the case will not be proceeded with. This charge arose out of the dispute about timber lands which resulted in Mr. Leverson preferring a charge of assault occasioning bodily harm against Battle, with the result that the latter was committed for trial. A counter action was then entered, in which Battle charged Leverson with common assault. The case was remanded in the police court yesterday, but will not be pressed, Battle deciding to drop it.

Eminent Islanders."—The Charlottetown, P. E. Island, Guardian publishes in a recent issue, the result of its voting contest to determine who, in the opinion of its readers, are the most eminent Islander, dead or alive. Sir Louis Davies received the majority of votes and heads the list. President O'Brien of Halifax, seventh. Sir William MacDonald of Montreal, is ninth, and Hon. Frederick Peters of Victoria, is seventeenth, Ex-Governor Laird, father of Mr. D. R. Laird, manager of the Bank of Nova Scotia, is fourth. Mr. Joseph Pope, of Ottawa, and Mr. A. A. Lefurgy, M. P., who are well known in British Columbia received a number of votes.

Pleased With Victoria.—W.D. Mann and daughter of Winnipeg, who have been spending the past month in this city left for home last evening. During his stay in this city Mr. Mann has had his time well taken up, and in conversation with a Colonist representative yesterday he said: "I have enjoyed myself immensely. You have the prettiest little city that I have had the pleasure of visiting and I will endeavor to make another trip. Your climate is unsurpassed. Why, when it was 87 degrees in this city it was 102 in Seattle, and as I have already said your climate cannot be equalled. Besides this you take life so easy, but still you get there. But the best of all is the people. Since I have been in your city I have been royally entertained, and as far as I can find out every citizen of Victoria is a 'good fellow,' always ready to make a stranger welcome, and I certainly look forward to my next visit to Victoria. Mr. Mann is one of Winnipeg's most influencial citizens, and has large interess in the Prairie capital.

As Others See Us.—E. H. Hess of Los Angeles left for home yesterday aft er aweek's stay in the city. Being the manager of the Hotel Rosslyn, the largest hotel in Los Angeles and a close friend of Mr. Stephen Jones of the Dominion, he was during his stay here the personal guest of Mr. Jones. When asked as to his impressions of Victoria as compared with Los Angeles, from a tourists point of view, Mr. Hess stated that the one thing which drawe the people is great beauty in its natural state, while in Los Angeles a great many of the beauty spots have been produced artificially by architects and gardeners. He also noticed the cleanliness of the main streets as compared with other cities on the Coast. Mr. Hess complimented the city on the excellent results of its Tourist Association, and highly praises the new booklet "Impressions." Great interest is being taken in the South by tourists in the Northwest and Mr. Hess hopes to see this city one of the largest tourist resorts on the Pacific Coast. The Hotel Rosslyn contains 500 rooms.

(From Saturday's Daily.)

The Hot Wave.—In the opinion of many Victorians, the hottest day of the present season was yesterday, the temperature during the afternoon being particularly oppressive, though the thermometer only registered a little over 80 degrees in the shade.

White Pass Dividend.—London exchanges just to hand contain the information that the directors of the White Pass & Yukon Railway Company, Limited, have declared an interim dividend of 2 per cent. (4s per share) on account of the year ended June 30.

Tyee Smelter Returns.—A statement just issued by the Tyee Copper Company shows that their smelter ran 15 days in June and treated 2123 tons of Tyee ore, giving a return, after deduction of freight and refining charges, of $36,630.

Back From Hatchery.—Provincial Fishery Inspector J. P. Babcock has returned from a visit to the hatchery at Seton lake, near Quesnel. Everything was made ready for the coming season's hatching, the building and apportenances being in perfect order. The two men who remain constantly on duty have carried out their work successfully, and the inspector stated this morning the run of fish will commence within four or five weeks.

Whales in Abundance.—It was reported from the Sechart whaling station yesterday morning that the weather has been fine for several days and the catch of whales has been very large. In all eleven were killed during the past week, nine being humpback, one sulphur and one finback. This is the record catch made since the whaling station started. Those operating at the station say that they hope to keep up the record for the next two months.

Icelandic Colony.—A large Icelandic colony will shortly be located on one of the islands at the mouth of the Skeena river. Hans Hansen will leave for the North on August 1st with a party to investigate the district and decide upon a suitable site for the colony. It is hoped to be able to secure the land in adjacent sections, but, if not, as many as possible will be located in one place. He estimates that the population of the colony will be about 350 when the first draft of settlers arrive, to be largely increased as soon as conditions warrant it.

Indians Excited.—A large number of Indians at Sitka have been roused to great excitement by the report that a Koohta or ghost of one of the drowned sealers is haunting the island north of that place. A hundred dollars reward has been offered to the person who captures the Koohta. Two parties left town with guns and ropes and among them are relatives of the drowned sealers. They have been cautioned by the authorities not to shoot any one, but the gravest fear is felt as to the result of the expedition.

Park Features.—Chairman Shrewsbury, of the Seattle park commission, is in the city for the purpose of interviewing His Worship Mayor Morley in regard to the possibility of effecting an exchange of some of the many different varieties including the wild stock of Woodland park for a number of the swans which form one of the features of the Beacon Hill recreation grounds. While the former boasts of a splendid benagerie, one of the best on the Pacific Coast, it has no swans. While in this city Commissioner Shrewsbury intends looking into the method of park management here thoroughly in order that any valuable hints may be utilized in the further improvement of Woodland. He hopes also to take back with him one or two swans from Beacon Hill.

Confirms Chicago Exposures — A former employee of the Chicago stock yards has arrived at Nanaimo from Chicago. He declares the exposures in "The Jungle" do not begin to tell of the horrible practices of the Chicago meat packers. He worked for two years in the stockyards and was forced to quit from sheer disgust of the methods employed. It was a common occurrence to see diseased cattle driven into the yards, so far gone that they had only a few hours to live. These were killed and left for hours on the ground, after which they were converted into the canned product. The sale of Chicago canned goods here, according to local dealers, has fallen away to almost nothing.

Big Sawmill Planned.—Cumshqua Inlet, on the east coast of Moresby island, one of the Queen Charlotte group, is the latest point at which it is announced a large industrial enterprise will be instituted. A syndicate, headed by John Moore, of Seattle, a veteran mill owner of the Sound, will erect a sawmill with a capacity of at least 100,000 feet per day at the point mentioned as soon as actual railway construction commences near this coast. This company has already secured ample timber limits. Forty square miles, or 25,600 acres, have been acquired from the provincial authorities, and the ample capital behind the men interested is a perfect assurance that the industry will be a large and permanent one.

Nanaimo Coal's Fame.—G. A. Keefer, Dominion government engineer, with headquarters in Vancouver, was in Nanaimo recently. Mr. Keefer has a very high appreciation of Nanaimo coal, from his position having every opportunity of witnessing its value. Nanaimo coal, he says, that is now being supplied the government boats is far superior to any coal that the government has ever received from Nanaimo. If the mines continue to supply the class of coal that they are now doing throughout the province, the mines will create a very heavy demand for its product. Engineers of government vessels are always anxious to get Nanaimo coal, for they recognize it to be far superior to all other coal supplied them.

Mining Deal Pending.—A deal involving the Alpha, Beta, Black Bear and Blue Grouse copper claims on Vancouver Island is pending and will be completed within the next twenty days, says the Nanaimo Herald. Through Messrs. F. G. Amess & Company some New York capitalists have obtained the option of purchasing the claims for $100,000. The ore which has been assayed was taken from the surface and runs $34 to the ton in copper. The expert who examined the mine for people who hold the option on the claims, says they are the richest he has seen, and that the main body of ore will average 23 per cent. copper. One also carries gold and silver in small proportions. If the New York men buy the claims, a smelter will be erected to treat the ore at the mines. This will be easy to do as the ore has been pronounced self-fluxing by the assayer.

From Sunday's Daily.)

Teachers Wanted.—Application for positions on the teaching staff of the Municipality of Saanich will be received until Thursday, the 19th inst., by William Campbell, secretary, board of school trustees, Royal Oak P. O.

A Rich Strike.—Information received yesterday from a private source was to the effect that a very rich strike of gold quartz had been made on the Leech river, famed in early days for its placer diggings.

Forestry Association.—The Provincial government has granted a sum of $1,000 towards the cost of the reception and entertainment of the members of the Forestry association, and of the large number of prominent men from Eastern Canada who are expected to visit British Columbia in September next in connection with the annual convention of the association that is to be held in Vancouver.

The Governor's Medals.—The competition for the medals given by his honor, Lieut. Governor Dunsmuir in long distance swimming and rescue practice is now in full swing and will continue till the close of the term. When Mr. St. Clair gave the order to cease swimming when the three-quarter mile mark was reached the following pupils were leading: R. Palmer, F. Palmer, G. Plumb, C. Rogers, F. Brown, M. Henderson, Z Balcom and May Jennings. First to qualify for certificates, Jack Fletcher, R. Jones and F. Palmer.

Condensed Cream Condemned.—Dr. Underhill, medical health officer for Vancouver, has been experimenting on the proposal to dump city garbage into the sea. He went out yesterday in the waterworks motor-boat and threw out over fifty tins of the recently condemned condensed cream, says the Advertiser of Saturday. Dr. Underhill was accompanied by City Comptroller Gibson. They dropped the cans overboard at different points outside the Narrows and marked some of them so as to determine whether they would be washed back to shore by the tides. Dr. Underhill says he is convinced that all the tins went straight to the bottom and he will have all the remaining cases of the consignment treated in the same manner. Yesterday he received the following telegram from Dr. Fagan, secretary of provincial board of health: "Have no hesitation in condemning samples of cream sent to me."

New Marine Insurance.—The first meeting of the provincial directors of the Pacific Marine Insurance company was held at Vancouver on Thursday at which Mr. A. C. Flumerfelt presided. It was announced that the bill enabling the company to commence operations had been passed by the Dominion parliament and the company's charter granted. The first issue of stock has been applied for by prominent business men of Vancouver and Victoria. The organization of the company will be immediately proceeded with. This company is capitalized at $1,000,000 in 10,000 shares of $100 each and it is the first marine insurance company to be established in British Columbia. The following gentlemen are the signatories for the application for the charter: Alfred C. Flumerfelt, W. H. Armstrong, Leslie H. Wright, Frederick Buscombe, H. C. H. Cannon, Ernest D. Leverson, W. L. Germaine, Arthur C. Ray.

Canadian Alpine Club.—At Field on Sunday fifty members of the Alpine Club of Canada arrived amongst them being Messrs. R. Herdman, H. G. Wheeler, J. D. Patterson of Woodstock, Ont.; R. S. Solomon, a leading imperialist, of South Africa; Jup Fuzo, of Surrey, England, a lady climber; Frank Yeigh, Toronto; Dr. A. O. Macrae, Western Canada College; Mrs. Parker, the enthusiastic secretary, and P. D. Mattavish, who has crowned the Crow's Nest mountain. At 7 o'clock next morning the whole party set out for the Yoho pass, some by wagon, some on horses and some on foot. The road runs along the Kicking Horse river and thence partly around Mount Burgess up to Emerald Lake, a few miles from Field. Thence the trail rises rapidly to the summit and then goes down into the farfamed Yoho (Indian for delight) valley. Here the camp pitched.

Musical Examinations.—The midsummer practical examinations in connection with the Victoria College of Music London, (England) were concluded yesterday with the following results: Those obtaining 60 points out of a possible 100 gain the pass certificate, and those securing 80 points and upward the honors certificate in the various grades in which they are entered. The examinations were conducted under the supervision of Mr. G. Jennings Burnett F. V. C. M., and the Local Honorary Secretary Mr. A. Longfield, F. V. C. M., Primary grade (piano) Arthur Maynard, 90 points; Erna Papke, 95 points; June ventriss, 96 points; Piano, junior grade, Janet M. Howell, 97 points; Lenore Louisa Black, 90 points; Intermediate grade, Bertha A. Bailey, 83 points; Laura E. Cameron, 80 points; Kate Corkle, 74 points; John A. Creed, 75 points; Ellen June Parr, 71 points; Elizabeth H. Papke, 80 points; Ethel Jean Weir, 84 points; Piano Associate diploma, Bernice Scowcroft, 98 points; Violin Intermediate, Fred C. Carter, 73 points; David W. Davies, 81 points; Violin Senior, James Corkle, 80 points.

Boils and Pimples

Red Rash, Eczema, in fact any skin disease, disfigures the complexion because the bowels are constipated—or because the kidneys do not rid the system of waste—or because the skin itself is unhealthy.

Ointments, salves and soaps are useless. Because the trouble is with the blood.

Owing to defective action of bowels, kidneys or skin, the blood becomes laden with impurities. It is these impurities — deposited by the blood — that make boils, pimples, and painful, disfiguring skin diseases. It is because the trouble is with the bowels, kidneys or skin, that FRUIT-A-TIVES cure these diseases

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Over Hope Trail.—Dr. McEwen and Mr. H. McHaffie, manager of the Bank of B. N. A. at Hedley, and both former Vancouver residents, arrived in town last evening after a six-days' ride over the Hope mountains and down the Fraser valley, says the Vancouver News-Advertiser. The two travelers left Hedley on Saturday with two horses and proceeded to Princeton that day; on Sunday they crossed the divide of the Hope mountains and camped at Cedar Flat. On Monday they arrived at Hope and proceeded to Chilliwack the next day, and on Tuesday night they slept in the Aldergrove schoolhouse and reached New Westminster early yesterday afternoon, leaving for Vancouver about 5 p. m. Speaking of their trip they stated that it was a magnificent one, the scenery was grand, fishing was good and the outing altogether most enjoyable. The crew of men engaged os the Hope trail has got it into splendid shape on the east side to the summit, and road-houses, etc., are more frequent and accessible on that side than along the Fraser valley.

Peculiar Accident.—D. White of Ladysmith, who has returned from the north, says in an interview with the Ledger that on his way out of the Mount McKinley district he met the Cook party. Professor Cook, it will be remembered, is at the head of the party which left Seattle with the intention of scaling Mount McKinley, if possible, for scientific purposes. At the time he was met by Mr. White he was in very poor luck. He had lost four horses under most peculiar circumstances. The accident occurred at Squanta River, in the vicinity of Cook's Inlet. The horses, which were loaded with packs, suddenly disappeared from sight, and it was afterwards ascertained that they had fallen through the earth into what is supposed to be a burning coal vein. The horses and packs were lost. Prof. Cook also lost four horses at Tynook River, which left him only twelve out of the original twenty. Mr. White is of the opinion that the expedition will be a failure, as it is, he stated, an impossibility to make the ascent.

THE WORST OF A COLD.

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TO ENCOURAGE SAWMILLS.

Full Text of Order-in-Council Passed by Federal Government.

Following is the full text of the order in council recently passed by the federal government respecting timber permits:

"Whereas it is desirable in the public interest to encourage the establishment of small sawmills with a view to securing to settlers a cheap supply of lumber; therefore the governor-general in council is pleased to order that section 11 of the regulations providing for the administration of the timber on Dominion lands in the provinces of Manitoba, Saskatchewan and Alberta, and in the railway belt in the province of British Columbia, established by the order in council of July 1, 1898, and amended by subsequent orders, shall be, and the same is hereby, rescinded in so far as it relates to the granting of permits by public competition except so far as it may relate to rights already acquired, and that the following clause be substituted therefore: In the discretion of the minister of the interior permits may be granted without competition in the provinces of Manitoba, Saskatchewan and Alberta to the first applicant therefor who is a sawmill owner, to cut over a definitely described tract of land not exceeding one square mile in extent, on payment of crown dues at rates fixed by section 2, clause C of the regulations established by order in council of July 1, 1898, and amended by subsequent orders in council, subject also to the payment of a fee at the rate of $100 per square mile for each permit. Permits of this class shall be good for one year from date of issue. A second permit covering the same territory may be issued to the grantee, but he shall have no further or other right of renewal. The permittee must have a mill in actual operation satisfactory to the minister of the interior, within three months of the date of the permit, otherwise the permit shall be cancelled. In the event of the permittee not operating to a reasonable extent upon the land covered by the permit during the continuance thereof, of which the minister of the interior shall be the sole and final judge, the permit shall become null and void.

"The governor-general in council is further pleased to order that the order in council of February 19, 1906, establishing regulations for the granting of permits without competition to millowners shall be, and the same is hereby, rescinded. Permits issued under this order to be subject to regulations to be made by the minister of the interior."

WHERE VICTORIANS ARE NOW ENCAMPED

Many Residents Under Canvas at the Pretty Shore Resorts.

(From Sunday's Daily.)

Many Victorians are now encamped at the numerous pretty beach resorts. Cordova Bay, which boasts of the best bathing beach is perhaps the most popular especially second Cordova. This beach is the scene of a goodly number of summer bungalows and these are already occupied by their respective families. There are four parties under canvas, but they are composed mostly of young men from the city and are only of an ordinary nature. First Cordova, which is the nearest one to the city, having not been endowed with the same smooth, sandy beach as its neighbor, is not usually known as a camping resort, but this year three very nice camps are in position, amongst them being the family of Mr. A. Hendry, of Fernwood Road. They have arranged their tents in a very comfortable manner and will probably be "residents" on the beach for two or three months.

Perhaps one of the largest parties camping is now established at Carboro Bay, which has always been one of the most popular picnicing bays. On this beach a party composed of Mr. and Mrs. J. B. McCallum and family, Mr. and Mrs. George Harris and Mr. and Mrs. Alfred Huxtable and family, are situated, and have got things in shipshape order. Mr. McCallum states that camping this year is quite equal to the many summers which he has spent under canvas here. The children especially love the sands and warm water, and play around camp from morning till night.

Another camp on this beautiful beach is that of Mr. J. Renouf and family, and Mr. and Mrs. Redingham and family.

A party of High school boys are also at Cadboro.

Bowker's beach, Oak Bay, has again got its annual residents. This spot is held in high esteem by people who have once stayed there and the camps are this year somewhat larger. Mr. Meston and family, Mr. Crawford and family, Mr. and Mrs. Turner, Mr. and Mrs. F. J. Hall and Ernest Whittington and family are all camping on Bowker's beach.

Oak Bay has again been chosen as the site for the well known camp connected with the Haines and Johnson boys, but this year it is not so large. A large party have just settled down this week end at Shoal Bay, composed of H. T. Knott and family, H. J. Knott and family, Percy Knott and family, Henry Jones and family, Aaron Parfett and family and A. T. Charlton and family. This party are forming one large camp and it will no doubt be very nicely arranged.

Woody beach is the site chosen by Mr. and Mrs. Agnew and son Gordon, and the Misses Clara, Kate and Nellie Chapman.

A camping district which is now becoming very popular on account of the up-to-date service of cars to and from town is the Gorge. Two large camping parties have been out now for nearly three weeks. Perhaps the one which is in the finest position is the camp of the Y. M. C. A. which is situated high up on the grassy slope, nearly opposite the park picnic grounds. The camp is not controlled by the Y. M. C. A. this year, but is managed by a number of young men, all members of the association. A large bell tent has been erected for use as a dining room and five smaller tents are used for sleeping purposes. The camp has been rendered extremely popular on account of the good swimming which is obtainable off the Gorge park. The young men are now practising with a ball prior to founding a water polo team.

The Ugo Igo camp is again on the banks of the Gorge this summer and is composed of ten young men banded together with a first-class Chinese chef. Their camp is in a very pretty situation.

It is expected that the camping parties round the city will be largely increased during the next few weeks, the nights being considerably warmer than a fortnight ago.

THE MISSING MAN.

The Search for the French Priest in the Northern Wilds.

Pere H. Got, the French cleric, who hails from the department of Tarn-et-Garonne, is in the city searching for some knowledge of the whereabouts of his brother the Cure Noel Got, says the Vancouver News-Advertiser, who was last heard of in May, 1905. Pere Got carried with him a letter from his brother dated Vancouver, April 9th, 1905, and he thinks that after going north he may possibly have returned here, but so far he has been able to find no trace of him.

The missing man was a Roman Catholic missionary, who after having carried on the work of his mission for seven years in China became broken down in health and decided to return to his home in France.

He crossed Japan, took passage on a steamer for San Francisco, where he arrived on April 10th, 1905, and shortly after proceeded to Vancouver. From here he wrote to the head of his Order, stating that he was too ill to continue his work and that a long rest was imperative. It is believed that in those faraway countries he changed his ecclesiastic dress for that of a layman.

In writing to his friends at home he mentioned the fact that he intended going to a cold region, possessing a pure atmosphere, as he was sure it would be beneficial to his pulmonary state of health. He also expressed a desire to see gold miners, Indians, Esquimaux, and the land of the midnight sun.

Nothing has been heard of him since May, 1905. From his letters it is inferred that he traveled in the Canadian Northwest, so as to be able to descend the Porcupine river and the Yukon as far as St. Michael's bay.

Researches in the Yukon having proved unsuccessful, it is now suggested that he may have taken an easterly route.

When last heard from he was in Skagway, from there it is thought that he may have gone in the direction of Dease lake, followed the Dease river to the Liard, and then down the MacKenzie. He may have lost himself—or in the state of his health may have got worse—or he may have become the victim of an accident.

The chances of finding him would appear to be greatest in the Mackenzie district. It is possible that he may have been seen in the neighborhood of Fort Simpson, Good Hope and McPherson.

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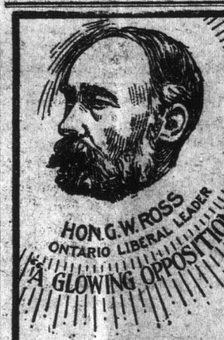

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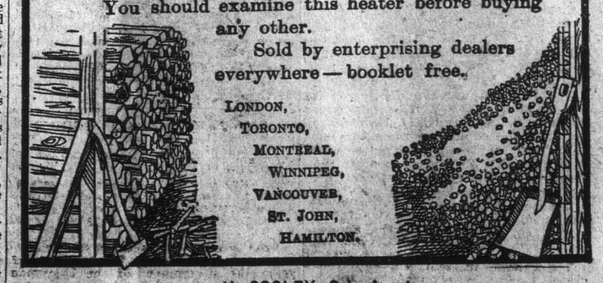

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HUDSON BAY LINE.

President of the Canada Northern Says It Will Be a Money Saver.

A Winnipeg exchange just to hand says: Just previous to his departure for England, Mr. William Mackenzie, president of the Canadian Northern railroad, stated that his company would lose no time in completing the branch to Hudson bay. Already 80 miles of this line have been contracted for, and as soon as the surveyors now in the field have their work completed, tenders will be called for the construction of the remaining 250 miles. The Canadian Northern has already secured a line of steamers willing to run between Fort Churchill, on the Hudson bay, and Liverpool. Many believe that within two or three years the bulk of the wheat crop will be shipped to Europe by this route. Soon after Christmas an icebreaker arrived at Fort Churchill from Liverpool and reported she had no trouble in making the trip although she was not made for such heavy ice as it was expected would be encountered in the northern sea. By way of Fort Churchill, the rail haul to Europe is some 800 miles shorter, which would mean a saving of fully 20 cents a bushel to the farmer on all the wheat sent out by this route. Not only would wheat be shipped out through the Hudson bay, but cattle, lumber and other products of the Northwest, meaning a yearly saving of millions of dollars to the shippers. Although no announcement has yet been officially made, it is understood the Canadian Northern railway expects to be running steamers from Fort Churchill to Liverpool during the summer of 1908.

NARROWLY ESCAPED COLLISION.

Fireman's Prompt Action Saved Head-on Smash on Crow's Nest Line.

A Cranbrook exchange says: Engineer Miller was coming west on a light engine on Friday night, having received orders to pass an eastbound freight at Sparwood. His engine was just out of the shops at Winnipeg, and was running hot. It is supposed that Miller, while passing over the bridge at Michel, was looking out of the cab toward the tender to see if possible the condition of the boxes on the tender when he was struck and knocked senseless by some portion of the bridge. His condition was not noticed by the fireman until, observing the headlight of the eastbound freight, he spoke to Miller, saying the freight was on the main track. Receiving no reply, he sprang to the engineer's side of the cab and saw that Miller was unconscious and hanging partially out of the window.

Narrow Escape

The fireman climbed over the prostrate form of the engineer, set the airbrakes and reversed the engine, thus stopping her in time to avert a head-on collision with the eastbound freight. It was a narrow escape, for the engine with its unconscious engineer had passed Sparwood, and would have run into the freight at Olson's but for the promptness and presence of mind of the fireman.

As soon as the engine was stopped Miller was taken from the cab and placed in the caboose, where he was attended to by a medical man who was traveling on the eastbound freight. Everything possible was done to lessen the sufferings of the injured man, who was taken to the hospital at Michel, and subsequently to the St. Eugene hospital at Cranbrook. The condition of Miller is serious.

GRAND TRUNK OFFICIALS BOUND TO KAIEN ISLAND

Sir Charles Rivers Wilson and Sir Wilfrid Laurier Coming in August.

Sir Charles Rivers Wilson, president of the Grand Trunk railway; Sir Wilfrid Laurier; Mr. C. M. Hays, president of the Grand Trunk Pacific railway; Mr. Frank W. Morse, general manager of the directors of the company, will visit Prince Rupert, the Grand Trunk Pacific terminus on Kaien Island, the latter part of this month or early in August, says the Vancouver Province.

Great preparations are now being made at the northern point for the reception and accommodation of the distinguished party, which may include a number of federal politicians.

Owing to the fact that there is no residential accommodation at Prince Rupert as yet, the Grand Trunk Pacific has leased the old hospital building at Metlakatla, and it is now being renovated and furnished for the use of the chief officials of the company during their stay in the North.

Metlakatla is an Indian village lying quite close to Kaien island, and the hospital there has been operated by Dr. Tremaine, from whom the building was rented about two weeks ago. Information regarding the preparations being made to receive the Grand Trunk Pacific officials in the North was brought down by the C. P. R. steamer Amur, which reached port early yesterday morning.

May Run Up Skeena

It is probable that on the arrival of the party in Vancouver from the East the Canadian Government steamer Quadra will be in waiting here to take its members north. If there is not sufficient accommodation on the Quadra, the fisheries cruiser Kestrel may be pressed into service to take care of the overflow.

It is reported in the North that arrangements are now being made to show the officials some of the country in the vicinity of Kaien island, and possibly a trip up the Skeena river may be arranged for their benefit. As regards this proposal everything depends on the stage of the water in the river. If it is too high for easy navigation the trip will be cancelled.

OVERTAKEN BY TRAIN.

Clarksburg, W. Va., July 13.—After a train had hurled its father and one sister to death from a trestle here tonight, and fearfully injured the mother and three other children, a nine months old baby of Elijah Norris of Uniontown, Pa., was found between the ties unhurt. The family was overtaken by a train, and Mrs. Norris, seeing that she could not reach the end of the trestle, placed the child between two ties and the next instant was thrown to the ground below. The mother and three children who were injured may recover.

NEW RUSSIAN CABINET.

St. Petersburg, July 13.—The Associated Press learns from a reliable source that Emperor Nicholas has offered the premiership to Demitri Shipoff but that the latter has refused the post on the ground that he is not a member of the majority party in parliament and that the only possible cabinet in the present crisis is one composed of constitutional democrats. Prominent constitutional democrats think the premiership will now be offered to Count Heyden, who though he has the sympathy of parliament will be unable to form a cabinet although scheduled for a place in the coming constitutional democratic ministry.

CZAR SENDS CONDOLENCE.

Russian Emperor Sympathizes With Widow of Dead Admiral.

St. Petersburg, July 13.—Emperor Nicholas today sent this despatch to the widow of Admiral Schouknin: "I am heartily touched by the distressing news of the death of your husband. His loss is a great one to me and the fleet. I divide your misfortune and sorrow, which God strengthen you to support."

Veroneseh, July 13.—The whole of the province of Veroneseh is affected by excesses arising from the agrarian movement. The peasants are stirring everywhere and burning estates in Bobrovsk district. More than 20 estates having been burned and 300 head of cattle killed or driven off. In the Garansk district 2,000 peasants have started to pillage, and many estates have been burned. The trouble northward is increasing. In this vicinity 15 estates have been burned and destroyed. Troops have been sent to the disturbed districts.

Warsaw, July 13.—An attempt was made today to assassinate General Schoweisky, a member of the military tribunal. The general escaped without harm but his wife was wounded by two bullets.

TO BUILD RAILROAD.

A Broad Gauge Line Opening Up the Kootenay District.

J. D. McGoldrick returned to Spokane yesterday morning after a lengthy consultation with T. G. Procter, who represents the Royal Lumber company—the McGoldrick concern—in this city, says the Nelson News.

Mr. McGoldrick is building a broad guage railroad, not of any great length, but of great importance not only to Nelson but to the mining and agricultural interests of the district. The new road runs in from Crawford bay, up Crawford creek to Hooker and Canyon creeks where Mr. McGoldrick will shortly take out from one hundred to one hundred and fifty million feet of the finest lumber in British Columbia. The railroad is primarily constructed for the purpose of bringing out the lumber, which will be brought down to Crawford bay, dumped into the Kootenay lake and towed to this city where it will be cut up at the Royal Lumber company's mill, to be erected at Tramway park. The railroad will be about 12 miles long. Mr. Goldrick already has the steel and a Shay engine, both being in use in the States at present but both of which will be moved up to Crawford bay when the new line is graded and ready.

W. S. Drury has completed a thorough survey of the whole line and part of the road is already graded, some 16 men being now at work. The grading of the whole line may be commenced this fall, or at any rate in the spring. As the company propose to erect the largest and most up-to-date sawmill at the Tramway park it can readily be seen what an important addition the whole undertaking will prove to the lumber industry in this city.

Mr. Procter in speaking of the new railroad said yesterday: "Quite apart from its importance from a timber standpoint, the new road will run into and open up one of the best mineral sections of the Kootenays, that has been held back for years by want of transportation. The Silver Hill mine, which will be tapped by the McGoldrick road, has already shipped out many hundred tons. Then there are the known iron mines that have been waiting for transportation facilities, and many other properties which have been turned down by capitalists in the past because there was no means of getting the ore out, all of which will now be available. Beyond any question the new road will act as a great inducement to capitalists to take up properties in the Crawford creek section. There are many fine ranches at Crawford bay and thereabouts today so that I think the coming of the new road will brighten matters up considerably in that section, and, of course, Nelson people will reap a distinct benefit. I think Mr. McGoldrick should be encouraged in every way with his enterprise which promises so much for a district that has practically been tied up hitherto."

KILLED AT CROSSING.

Sydney, N. S., July 13.—The Elder Dempster liner "Angola" which ran on the rocks near Louisburg Tuesday morning while on the way from Mexico to Montreal cannot be saved. The steamer is loaded with hemp, coffee and asphalt which may prove an entire loss.

TO PROMOTE TEMPERANCE.

London Merchant Wills Million and a Quarter to the Cause.

London, July 13.—The will of John Crowle, a well known merchant of London gives $1,250,000 for the promotion of temperance in England under the direction of the Wesleyan Methodist conference, conditioned on the church raising a like sum within five years.

CENTRAL AMERICAN FRACAS.

Mexico, July 13.—Today's advices from Salvador confirm the news of the battle of Elcarigo and the killing of a number of Salvadorean troops under General Rigalado, but announces a victory gained by General Toledo and the insurgent forces on the same day at a point further north where the Guatemalan army was routed with heavy loss. In an interview General Barcalas, the Guatemalan insurgent laments the loss of General Rigalado but says there will be no change in the programme of the revolutionists. General Toledo is now at the head of the revolutionists in the field and is receiving heavy accessions daily. The revolutionists claim they will be in Guatemala city within a fortnight. General Toledo now has artillery. Revolutionists now claim Nicaragua will take part in the war and allow her gunboats to aid the revolutionists which they insist will result in the speedy downfall of President Cabrera of Guatemala.

CHAMBERS OF COMMERCE.

London, Eng., July 13.—Congress of chambers of commerce of the Empire adjourned last night after voting in favor of Victoria, Australia, as the next place of meeting. By a vote or 29 to 24 a resolution favoring the removal of the cattle embargo was defeated. It was moved by the Liverpool chamber and seconded by Mr. Catelli of Montreal. The majority took the view that not a chamber of agriculture was represented, hence the vote.

The motion asking for a change in the naturalization laws with a view to according any citizen duly naturalized in any part of the empire full privilege wherever the flag flies, was declared lost.

R. J. Graham, Belleville, Ont., placed on record a resolution recognizing that the railways of Canada being for the general advantage of the empire should receive imperial consideration in any plan of imperial federation and defence.

The principle of arbitation fo settement of international, commercial and labor disputes was endorsed in a resolution moved by R. S. Fraser of London, Ont.

COLLEGIATE SCHOOL.

Result of the Summer Examinations Has Just Been Announced.

Respecting the Collegiate school summer examinations, the following letter has been received by the head master from Ven. Archdeacon Scriven, M. A., regarding the examinations which he has just conducted in the upper forms of the school.

Duncans, B. C., July 12, 1906.

J. W. Laing, Esq., M. A., Head Master Collegiate School, Victoria, B. C.,

Dear Mr. Laing: I enclose the boys' marks, totals and percentages in the upper school. Wilmot is again head of the school with a splendid percentage of 81. Barnes I, Barnes II, Pitts and Stoddart follow in the order named. Pitts has done some excellent work, but his papers are spoiled by his bad writing. It would pay him to learn to write decently. Bird and Wilkinson also deserve mention for some very good papers.

Latin was a very good subject in Form IV and so was English Literature. Euclid was disappointing, the comparatively low marks in this subject do not mean poor work. In nearly every case the propositions attempted were done well, but very few did much more than half the papers, the problems being almost entirely neglected.

In Form III, Monteith deserves great credit for his very excellent papers, and R. Stirling runs him close. The dictation and spelling in this form were first-class, and the Euclid and Algebra exceedingly good. English History was perhaps the weakest subject. Both forms did very well in Scripture. I consider that the examination this year has been most satisfactory, and that both masters and boys may be congratulated upon the result.

AUSTIN SCRIVEN, M. A.

PUBLIC INQUIRIES ACT.

NOTICE is hereby given that Frederick Peters, of the City of Victoria, Esquire, K. C., has been appointed a Commissioner to inquire into and report upon all matters concerning the action of the Department of Lands and Works in connection with the Notice dated 28th September, 1905, inviting tenders for the purchase of Government property situated at Laure' Point, Victoria Harbor, known as Lot 570B, Victoria City, and that the first meeting pursuant to the said Commission will be held in the Maple Room, Parliament Buildings, on Monday, the 23rd day of July, 1906, at eleven o'clock in the forenoon.

FRED. J. FULTON,
Provincial Secretary.

Provincial Secretary's Office, 12th July, 1906. jy14

VALUABLE FARM PROPERTY AND STOCK FOR SALE.

Tenders will be received by the undersigned up to the 1st day of September, 1906, for the purchase of the undermentioned farm property and stock belonging to the estate of the late Richard Hoey, of Lillooet, B. C. Tenders may be for the whole or any part of the property, as below listed. The highest or any tender not necessarily accepted.

Farm about six miles below Lillooet, consisting of about 680 acres, partly under cultivation. Farm abundantly supplied with water.

Three hundred and thirty-seven acres of farming land situate on Pavilion Mountain, near Clinton, B. C.

About 250 acres of pasture land on Pavilion Mountain, near Clinton, B. C.

About 50 head of cows with calves.

About 50 head of yearling stock cattle.

About 180 head of stock cattle two years old and over.

Eight head horses, farm machinery, wagons, and general farm effects.

Tenders should be addressed to
MESSRS. SMITH & HOEY,
Executors R. Hoey Estate,
jy12 Lillooet, B. C.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away Timber from the following described land, situated on Moresby Island, Queen Charlotte Islands District:

Commencing at a stake marked "D. Drysdale, N. E. Corner," about 2 miles from Point of Moresby Peninsula, on South shore of Dona Inlet, thence South 40 chains, thence West 160 chains, thence North to beach, thence East along shore to point of beginning.

jy14 D. DRYSDALE.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, situated at Tom Bay, Mathieson Channel, Range 3, Coast District:

Commencing at a post planted on the East side, near the head of the bay, marked "H. Ford"; East 60 chains, thence South 80 chains, thence West 80 chains, thence North 80 chains, thence East to the beach, thence following the beach to the point of commencement, containing 640 acres, more or less.

No. 2. Commencing at a post planted on the Southeast corner of No. 1 location; South 80 chains, thence West 80 chains, thence North 80 chains, thence East to the point of commencement, containing 640 acres, more or less.

No. 3. Commencing at a post planted at the Southeast corner of No. 2 location; East 80 chains, thence South 80 chains, thence West 80 chains, thence North 80 chains, thence East to point of commencement, containing 640 acres, more or less.

No. 4. Commencing at a post planted on Lake Island, East side of the head of a small bay in Canoe Pass, South to the beach, thence following the beach Westerly to point of commencement, containing 640 acres, more or less.

No. 5. Commencing at a post planted on the beach about 20 chains from the head of Salmon Bay, North side, Mathieson Channel, marked "H. Ford"; North 40 chains, thence West 40 chains, thence North 120 chains, thence West to the beach on Mathieson Channel, thence following the beach to point of commencement, containing 640 acres, more or less.

No. 6. Commencing at a post planted 40 chains West from the Northeast corner of No. 5; North 160 chains, thence West to the beach on Mathieson Channel, thence following the beach to the north side line of No. 5; thence following said North side line to point of commencement, containing 640 acres, more or less.

No. 7. Commencing at a post planted 40 chains West from the Northeast corner of No. 6; North 160 chains, thence West to the beach on Mathieson Channel, thence following the beach to the North side line of No. 6, thence following said North side to point of commencement, containing 640 acres, more or less.

No. 8. Situated on Emily Peninsula, Range 3, Coast District: Commencing at a post planted at an angle of Lot 128, thence 100 chains West from the Northeast corner, marked "H. Ford," north 40 chains, thence West 80 chains, thence South 40 chains, thence East 40 chains, thence South 80 chains to the North boundary of Lot 128, thence East 40 chains and North 80 chains along said boundary to point of commencement, containing 640 acres, more or less.

No. 9. Commencing at a post at an angle of 40 chains South from the Northwest corner of No. 8 location, West 40 chains, thence South 60 chains, thence West to a bay on Ellerslie Channel, thence following the beach to the Northwest corner of Lot 128, thence East along the North boundary of said lot to the intersection of No. 8 location, containing 640 acres, more or less.

No. 10.—Situated on Florence Peninsula, Sisters' Inlet: Commencing at a post on the beach about $2\frac{1}{2}$ miles North of the first rapids, marked "H. Ford"; East 40 chains, thence South 180 chains, thence West 40 chains, thence North to the beach, thence following the beach to point of commencement, containing 640 acres, more or less.

No. 11. Commencing at a post planted at the Northeast end of Susan Island, Jackson Passage, marked "H. Ford"; West 40 chains, thence South 40 chains, thence West 60 chains, thence North to the beach on Jackson Passage, thence following the beach to point of commencement, containing 640 acres, more or less.

No. 12. Commencing at a post planted at the SouthWest corner of No. 11; West 40 chains, thence North 40 chains, thence West 80 chains, thence North to the beach on Jackson Passage, thence following the beach to point of commencement, containing 640 acres, more or less.

No. 13. Commencing at a post planted at the Southwest corner of No. 12; West 160 chains, thence North to the beach on Jackson Passage, thence following the beach to point of commencement, containing 640 acres, more or less.

Victoria, B. C., July 5, 1906.

jy8 H. FORD.

NOTICE IS HEREBY GIVEN that, Thirty (30) days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal, asphaltum and petroleum on lands located on Graham Island, Queen Charlotte group, about seven miles from the West coast thereof, and described as follows:

Commencing at a post planted at the Southeast corner and marked "Initial Post No. 1, A. Abbott's S.E. Corner," and running North 80 chains, thence West 80 chains, thence South 80 chains, thence East 80 chains to place of commencement, containing 640 acres.

Located May 29, 1906.
Dated June 27, 1906.

jy5 A. ABBOTT.

NOTICE IS HEREBY GIVEN that, Thirty (30) days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal, asphaltum and petroleum on lands located on Graham Island, Queen Charlotte group, about eight miles from the West coast thereof, and described as follows:

Commencing at a post planted at the Southwest corner and marked "Initial Post No. 1, A. G. Hick's S.W. Corner," and running North 80 chains, thence East 80 chains, thence South 80 chains, thence West 80 chains to place of commencement, containing 640 acres.

Located May 28, 1906.
Dated June 27, 1906.

jy5 A. G. HICKS.

NOTICE IS HEREBY GIVEN that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a lease of the foreshore at the South end of Bentinck Island.

Victoria, B. C., July 10, 1906.

jy13 N. HARDIE.

NOTICE IS HEREBY GIVEN that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a lease of the foreshore on the West side of Trial Island.

Victoria, B. C., July 6, 1906.

jy13 A. S. ARKLEY.

NOTICE IS HEREBY GIVEN that I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and remove timber from off the following described tract of land in Range V., Coast District, situate about two miles from Lakelse Lake, and on the left bank of Williams Creek, a tributary of Thornhill Creek, which flows into said Lake:

Commencing at initial post marked "C. G. S.W. Corner," and placed on the left bank of Williams Creek, thence East one hundred and twenty (120) chains, thence North eighty (80) chains, thence West forty (40) chains, thence South forty (40) chains, thence West eighty (80) chains, thence South forty (40) chains to place of commencement, comprising 640 acres, more or less.

C. GREENWOOD.

NOTICE IS HEREBY GIVEN that, Thirty (30) days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal, asphaltum and petroleum on lands located on Graham Island, Queen Charlotte group, about eight miles from the West coast thereof, and described as follows:

Commencing at a post planted at the Southwest corner and marked "Initial Post No. 1, W. Thaanum's S.W. Corner," and running North 80 chains, thence East 80 chains, thence South 80 chains, thence West 80 chains to place of commencement, containing 640 acres.

Located May 29, 1906.
Dated June 28, 1906.

jy5 W. THAANUM.

NOTICE IS HEREBY GIVEN that, sixty (60) days after date, we intend to apply to the Hon. Chief Commissioner of Lands and Works for a lease of the following described foreshore and tidal lands and territorial water rights for fishing purposes, viz.:

Commencing at a post set alongside that of F. W. Adams (as agent for H. B. Thompson) at high water mark on the shore of Parry Bay, opposite Section five (5), Metchosin District, thence running in a southerly direction along the shore one-half mile due South, and extending seawards due East.

July 7, 1906.

BRITISH COLUMBIA CANNING CO., LTD.
Findlay, Durham & Brodie, Agents.
jy13 B. C. Mess, Manager.

NOTICE IS HEREBY GIVEN that, sixty (60) days after date we intend to apply to the Hon. Chief Commissioner of Lands and Works for a lease of the following described foreshore and tidal lands and territorial waters rights for fishing purposes, viz.:

Commencing at a post set at high water mark on the shore of Parry Bay, opposite Section 4, Metchosin District, being the northerly boundary of H. B. Thomson's foreshore application, thence running in a northerly direction along the shore one-half mile due North, and extending seawards due East.

July 7, 1906.

B. C. CANNING CO., LTD.
Findlay, Durham & Brodie, Agents.
jy13 B. C. Mess, Manager.

"COMPANIES ACT, 1898."

NOTICE is hereby given that De Witt Fuller, of the City of Victoria, manager, has been appointed the attorney of the "Singer Sewing Machine Company" in the Province of British Columbia, in the place of Charles R. Smith, whose appointment has been revoked.

Dated this 12th day of July, A. D. 1906.

S. Y. WOOTTON,
jy13 Registrar of Joint Stock Companies.

CANCELLATION OF RESERVE.

NOTICE is hereby given that the reservation established covering the spit of land at the northwest end of Salles Island has been cancelled.

NEIL F. MACKAY,
Deputy Commissioner of Lands & Works.
Lands and Works Department, Victoria, B. C., May 9, 1906. my17

LAND NOTICES

NOTICE IS HEREBY GIVEN that, sixty days after date, I intend to make application to the Honorable the Chief Commissioner of Lands and Works, Victoria, for permission to lease one half mile of the foreshore fronting Sections 49 and 110, Esquimalt District; Section 11, Esquimalt District, and Section 46, Victoria District, for fishing purposes as staked by me upon the ground.

July 10, 1906.

jy12 GEO. H. DUNCAN.

NOTICE is hereby given that, 60 days after date, we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands in Rupert District:

Commencing at a post about 300 feet from the Southwest bank of Willow Creek, marked "B. C. Packers," S.W. Cor. Post; thence East 20 chains, thence North 20 chains, thence West 20 chains, thence South 20 chains to point of commencement.

Dated Vancouver, June 9, 1906.

B. C. PACKERS' ASSOCIATION,
R. J. KER,
je28 Secretary.

SIXTY DAYS AFTER DATE I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situate on Skeena River, one mile below Skeena Canyon, and beginning at a post planted adjoining M. C. Kendall's pre-emption, and marked J. T. Phelan's initial post, thence East 80 chains, thence South 80 chains, thence West 80 chains, thence North 80 chains to place of commencement, containing 640 acres.

Skeena Canyon, B. C., June 29, 1906.

J. T. PHELAN.
je30 J. W. Graham, Agent.

NOTICE is hereby given that, 60 days after date, I intend to apply to the Chief Commissioner of Lands and Works to purchase the following described lands, situated in the Coast District, and known as Priest's Meadow, and situate about 6 miles northeast from Stuart's Lake:

Commencing at a post marked "B. C. M.," and planted on Southwest corner, thence East 80 chains, thence North 40 chains, thence West 80 chains, thence South 40 chains to the place of commencement.

Dated June 25, 1906.

C. BELLOT, O. M. I.,
jy12 Stuart's Lake, B. C.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum near Otardo's Creek, Graham Island, commencing at a post marked "James Miller's S.W. Corner," thence East 80 chains, north 80 chains, West 80 chains, thence 80 chains South along the shore line to place of commencement.

Massett, Q. C. Islands, May 21, 1906.

JAMES MILLER, Locator.
je24 PERCY HARRISON, Agent.

WE HEREBY GIVE NOTICE that, 60 days from this date, we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situated on the forks of Howson and Lake creeks, one mile below Mooseskin Johnny lake, at the head of the south fork of Tel-Kwa river, Skeena district: Commencing at a post marked "S.W. Corner," thence 40 chains east, thence 40 chains north, thence 40 chains west, thence 40 chains to point of commencement, containing 160 acres more or less.

Dated the 31st day of May, 1906.

je8 TEL-KWA MINES, LIMITED.

SIXTY DAYS AFTER DATE I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situate on Skeena River, two miles below Skeena Canyon, and adjoining J. T. Phelan's property, and beginning at a post planted and marked S. B. Johnson's initial post, thence East 80 chains, thence South 80 chains, thence West 80 chains, thence North 80 chains to the place of commencement, containing 640 acres.

Skeena Canyon, B. C., June 29, 1906.

S. B. JOHNSON.
je30 J. W. Graham, Agent.

TAKE NOTICE that, 60 days after date, we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the land in Range V., of the Coast District, described as follows:

Commencing at a post marked J. P. & J. T. D.'s S.W. corner, set on the high water line of the East shore of Portland Inlet, about 3 miles south of Low Point, thence 20 chains east, thence 20 chains north, thence 20 chains more or less to the east shore of Portland Inlet, thence southerly along the shore to the point of commencement, containing 40 acres more or less.

JAMES PARKER.
je20 JOHN TAYLOR DEAVILLE.

NOTICE.

NOTICE is hereby given that, sixty days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated south of the Tsimpsean Indian Reserve: Commencing at a post planted on the East bank of Salt Lake, No. 1, East of Kaien Island, Range 5, Coast District, thence east twenty chains, thence north eighty chains, thence west to the shore line of Fern Passage, thence following said shore line to the place of beginning, and containing about 320 acres.

BERT HAIGH,
Locator.
J. F. Ritchie, Agent.
April 20, 1906. my16

NOTICE is hereby given that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works at Victoria, B. C., for permission to purchase the following described land:

Beginning at a post at the Northeast side of Salmon River, at the head of Portland Canal, thence running in a Northerly direction 20 chains, following the International Boundary, thence Easterly 20 chains, thence Southerly 20 chains, thence Westerly 20 chains to point of commencement, being in all (40) forty acres more or less.

Dated this 14th day of May, 1906.

je9 DAVID A. REARICK.

SIXTY DAYS AFTER DATE I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following land situate on the East bank of the Skeena River, about a mile above Copper River:

Commencing at a post marked C. A. Bourne's S. W. corner, thence East 80 chains, thence North 40 chains, thence West 80 chains, thence South 40 chains to point of commencement.

Skeena Canyon, B. C., June 29, 1906.

C. A. BOURNE.
je30 J. W. Graham, Agent.

SIXTY DAYS AFTER DATE I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following land situate on the North bank of the Copper River, about one mile and a half from the mouth:

Commencing at a stake marked B. J. Perry's N. E. corner, thence South 80 chains, thence West 80 chains, thence North 80 chains, thence East 80 chains to the point of commencement.

Skeena Canyon, B. C., June 29, 1906.

B. J. PERRY,
je30 J. W. Graham, Agent.

NOTICE.

NOTICE is hereby given that, sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated about 3 miles South of Kai-en Island:

Commencing at a post planted at the S. W. corner of Lot 503, Range V, Coast District, B. C., thence East 80 chains, thence South 20 chains, thence West 80 chains, thence North 20 chains to the place of beginning, and containing 160 acres.

H. N. HOWARD,
Locator.
May 22, 1906. my31

NOTICE is hereby given that, sixty days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described land situate south of the Tsimpsean Indian Reserve: Commencing at a post planted on the east bank of Salt Lake, No. 1, east of Kaien Island, Range 5, Coast District, thence east eighty chains, thence south eighty chains, thence west to the shore line of Salt Lake No. 1, thence following said shore line to the place of beginning, and continuing about 320 acres.

FRANK W. SHILLESTAD,
Locator.
J. F. Ritchie, Agent.
April 20, 1906. my16

"LAND REGISTRY ACT."

To Allen Scott, registered and assessed owner of Lot 12, Block I, of part of Section 69, Victoria District, Map 298; and

To George Edward O'Brien, registered and assessed owner of Lot 8, of part of Section 81, Victoria District, Map 321:

TAKE NOTICE that application has been made to register George Alexander Croke Stoddart as owner in fee simple of the above mentioned lands under Tax Sale Deed from the Assessor of the District of Victoria, to him dated the 18th day of January, 1906, and you are each of you required to contest the claim of the said Tax Purchaser within thirty days from the first publication hereof.

Dated at the Land Registry Office, Victoria, Province of British Columbia, this 11th day of July, 1906.

S. Y. WOOTTON,
Registrar-General.

First published the 13th day of July, 1906.

TIMBER NOTICES

NOTICE IS HEREBY GIVEN that, thirty days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for special licenses to cut and carry away timber from the following described lands situated in Rupert District, Vancouver Island, and lying between Beaver Cove and Nimpkish Lake:

No. 1. Commencing at a stake marked "R. C. Hulbert, S. W. Corner," placed about five miles southwest of Beaver Cove, at the southeast corner of T. L. 7605, thence running 80 chains north, thence running 80 chains east, thence running 80 chains south, thence running 80 chains west to place of commencement.

No. 2. Commencing at a stake marked "R. C. Hulbert, N. E. Corner," placed about five miles southwest of Beaver Cove at the southwest corner of Claim 1, thence running south 80 chains, thence running west 80 chains, thence running north 80 chains, thence running east 80 chains to place of commencement.

No. 3. Commencing at a stake marked "R. C. Hulbert, N. W. Corner," placed about five miles southwest of Beaver Cove at the northeast corner of Claim No. 2, thence running 80 chains south, thence running 80 chains east, thence running 80 chains north, thence running 80 chains west to place of commencement.

No. 4. Commencing at a stake marked "R. C. Hulbert, N. E. Corner," placed about six miles southwest of Beaver Cove and at the southwest corner of Claim No. 3, thence running 80 chains south, thence running 80 chains west, thence running 80 chains north, thence running 80 chains east to place of commencement.

No. 5. Commencing at a stake marked "R. C. Hulbert, N. W. Corner," placed about six miles southwest of Beaver Cove and at the northeast corner of Claim No. 4, thence running 80 chains south, thence running 80 chains east, thence running 80 chains north, thence running 80 chains west to place of commencement.

No. 6. Commencing at a stake marked "R. C. Hulbert, S. W. Corner," placed about five miles southwest of Beaver Cove and at the southeast corner of Claim No. 1, thence running north 80 chains, thence running east 80 chains, thence running south 80 chains, thence running west 80 chains to place of commencement.

No. 7. Commencing at a stake marked "R. C. Hulbert," S. E. Corner," placed about four miles southwest of Beaver Cove and at the northeast corner of Claim No. 6, thence running 100 chains north, thence running 100 chains west, thence running 40 chains south, thence running 60 chains east, thence running 60 chains south, thence running 40 chains east to place of commencement.

(Signed) R. C. HULBERT.
Dated July 3, 1906. jy4

NOTICE is hereby given that I intend to apply to the Chief Commissioner of Lands and Works for licenses to cut and remove timber from off the following described tracts of land, situate in San Juan Valley, Renfrew District, Vancouver Island:

Tract No. 1.—Commencing at a post placed at the south-west corner of section nineteen (19), township fourteen (14); thence north forty (40) chains; thence east one hundred and twenty (120) chains; thence south forty (40) chains; thence west one hundred and twenty (120) chains, to the place of commencement, comprising 480 acres more or less.

Tract No. 2.—Commencing at a post placed at the north-west corner of the north-east quarter of section fourteen (14), township ten (10); thence south forty (40) chains; thence west eighty (80) chains; thence north eighty (80) chains; thence east eighty (80 chains; thence south forty (40) chains, to the place of commencement, comprising 640 acres more or less.

Tract No. 3.—Commencing at a post placed at the south-east corner of section seventeen (17), township (14); thence west forty (40) chains; thence south forty (40) chains; thence east one hundred and twenty (120) chains; thence north eighty (80) chains; thence west forty (40) chains; thence south forty (40) chains; thence west forty (40) chains, to the place of commencement, comprising 640 acres more or less.

E. J. PALMER.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, situate on Yeo Island, Range 3, Coast District:

No. 1. Commencing at a post planted at the southwest corner of Lot 134, thence west 100 chains, thence north 100 chains, thence east 40 chains to the west boundary of Lot 134, following west and south boundary of said lot to point of commencement.

No. 2. Commencing at a post planted 20 chains from the northwest corner of Lot No. 1, west 80 chains, thence north 60 chains, east 120 chains to the northwest corner of Lot 134, thence following west boundary of said Lot 134 and north and west boundary of No. 1 to point of commencement.

No. 3. Commencing at a post 20 chains south from the northeast corner of Lot 134, east 90 chains to west boundary of Lot 133, thence north 80 chains, thence west 80 chains, thence south 60 chains, thence west 10 chains to the northeast corner of Lot 134, thence south 20 chains to point of commencement.

No. 4. Commencing at a post at the northwest corner of Lot No. 3, west 110 chains, thence south 60 chains to the northwest corner of Lot 134, thence following north boundary to said Lot 134 and west boundary of No. 3 to point of commencement.

No. 5. Commencing at a post planted at the northwest corner of No. 4 location, west 100 chains, thence south 60 chains to the north boundary of No. 2 location, thence following north boundary of No. 2 and west boundary of No. 4 to point of commencement.

No. 6. Commencing at a post planted at the northeast corner of No. 4 location, north 80 chains, thence west 80 chains, thence south 80 chains to the north boundary of No. 4 location, thence following said No. 4 boundary east to point of commencement.

No. 7. Commencing at a post planted at the northwest corner of No. 6 location, west 80 chains, thence south 80 chains to the north boundary of No. 5 location, thence following the north boundary of No. 5 and No. 4 and west boundary of No. 6 to point of commencement.

No. 8. Commencing at the northwest corner of No. 7, west 80 chains, thence south 80 chains, thence east 80 chains, thence following west boundary of No. 7 to point of commencement.

No. 9. Commencing at a post planted at the northeast corner of No. 6 location, north 80 chains, thence west 80 chains, thence south 80 chains to the northwest corner of No. 6, thence following north boundary of said No. 6 to point of commencement.

No. 10. Commencing at a post planted at the northwest corner of No. 9, west 80 chains, south 80 chains to the northwest corner of No. 7, thence following north boundary of said No. 7 and west boundary of No. 9 to point of commencement.

No. 11. Commencing at a post planted at the northwest corner of No. 10, west 80 chains, thence south 80 chains to the northwest corner of No. 8 location, thence following north boundary of No. 8 and west boundary of No. 10 to point of commencement.

No. 12. Commencing at a post planted at the northeast corner of No. 9 location, north 80 chains, thence west 80 chains, thence south 80 chains to the northwest corner of No. 9, thence following north boundary of said No. 9 to point of commencement.

No. 13. Commencing at a post planted at the northwest corner of No. 12 location, west 80 chains, thence south 80 chains to the northwest corner of No. 10, thence following north boundary of No. 10 and west boundary of No. 12 to point of commencement.

No. 14. Commencing at a post planted at the northeast corner of No. 12, north 80 chains, thence west 80 chains, thence south 80 chains to the northwest corner of No. 12, thence following north boundary of said No. 12 to point of commencement.

No. 15. Commencing at a post planted at the northeast corner of No. 14, north 80 chains, thence west 80 chains, thence south 80 chains to the northwest corner of No. 14, thence following No. 14 east to point of commencement.

HERBERT FORD.
Swanson Bay, B. C. jy10

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for special license to cut and carry away timber from the following described lands, situated on Morsby and adjacent islands, Queen Charlotte Island District:

Claim No. 1—Commencing at a stake on shore, first rocky point East of the head of Second Bay, South of Skedance, Indian Village, Louise Island; thence 60 chains North; thence 80 chains West; thence 80 chains South; thence along beach to place of beginning.

Claim No. 2—Commencing at stake on beach near head of bay, East shore of Louise Island, West of Limestone Island; thence North 80 chains; thence West 80 chains; thence South 80 chains; thence East 80 chains to point of beginning.

Claim No. 3—Commencing at stake on beach at head of bay Southwest shore of Louise Island, about one mile from Limestone Island; thence North 40 chains; thence West 160 chains; thence South 40 chains; thence East to point of beginning.

Claim No. 4—Commencing at stake on West shore of Centre Bay, Atli Inlet, Lyell Island, one mile North of Claim No. 5; thence West 80 chains; thence South 80 chains; thence East 80 chains; thence North 80 chains to place of beginning.

Claim No. 5—Commencing at post on beach at head of Centre Bay, at Atli Inlet, Lyell Island; thence South 80 chains; thence East 80 chains; thence North 80 chains; thence West 80 chains to point of beginning.

Claim No. 6—Commencing at stake on beach West side of East Bay, Atli Inlet, near entrance; thence West 40 chains; thence South 160 chains; thence East 40 chains; thence North along shore to point of beginning.

Claim No. 7—Commencing at stake at Mouth of Creek at head of East Bay, Atli Inlet; thence West 40 chains; thence South 40 chains; thence East 160 chains; thence North 40 chains; thence West 120 chains to point of beginning.

Claim No. 8—Commencing at stake at Mouth of Creek at head of Sedgwick Bay, Lyell Island; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 9—Commencing at stake in small Cove on East side of entrance at Atli Inlet, Lyell Inlet; thence East 80 chains; thence South 80 chains; thence West 80 chains; thence North 80 chains to place of beginning.

Claim No. 10—Commencing at stake 20 chains West from beach and in line with Rocky Point and two small islands off shore of first valley going South on the Eastern shore of Lyell Island; thence West 80 chains; thence South 80 chains; thence East 80 chains; thence North 80 chains to point of beginning.

Claim No. 11—Commencing at a stake on beach North side of Bay in second valley going South on East coast of Lyell Island; thence West 80 chains; thence South 80 chains; thence East 80 chains; thence North 80 chains to point of beginning.

Claim No. 12—Beginning at stake near Northwest point of Farady Island; thence East 160 chains along shore; thence South 40 chains; thence West 160 chains; thence North 40 chains to place of beginning.

Claim No. 13—Commencing at stake at mouth of Creek on Southwest shore of Lyell Island East of two small islands near lower end of Darwin Sound; thence East 60 chains; thence South 60 chains; thence East 80 chains; thence South about 60 chains to beach; thence along beach to point of beginning.

Claim No. 14—Commencing at stake on beach near the extreme Northwesterly point of Lyell Island; thence South 80 chains; thence West 60 chains; thence South 40 chains; thence West 60 chains, more or less, to beach; thence along beach to point of beginning.

Claim No. 15—Commencing at stake one-half mile from point on Morsby Island, on South side of Echo Harbor; thence East 40 chains; thence South 80 chains; thence West 120 chains to head of harbor; thence Northeasterly along the shore to point of beginning.

Claim No. 16—Commencing at stake at head of Echo Harbor, Moresby Island; thence West 60 chains; thence North 80 chains; thence East 40 chains; thence South 40 chains; thence East to beach; thence along beach to point of beginning.

Claim No. 17—Beginning at stake on beach East side of large island at West end of Richardson Inlet; thence West 40 chains; thence North 160 chains; thence East 40 chains to beach; thence South along shore to point of beginning.

Claim No. 18—Beginning at stake at West end of Tanoo Island; thence East 80 chains; thence South 40 chains; thence East 60 chains; thence South to beach; thence along beach to point of beginning.

Claim No. 19—Beginning at stake 10 rods North of Claim No. 18, West end of Tanoo Island; thence East 80 chains;

Claim No. 20—Beginning at stake one-fourth mile South of the Indian Village of thence North 80 chains to beach; thence along beach to point of beginning.

Old Clew; thence 40 chains North; thence West 160 chains; thence South 40 chains; thence East to beach; thence along beach to point of beginning.

Claim No. 21—Beginning at stake on shore of Dana Inlet, Moresby Island, about four miles West from point of Moresby Island peninsula; thence South 40 chains; thence West 160 chains; thence North to beach; thence East along the shore to point of beginning.

Claim No. 22—Beginning at a stake at the head of Dana Inlet on Moresby Island; thence West 80 chains; thence South 80 chains; thence East 80 chains; thence North to point of beginning.

Claim No. 23—Beginning at stake on beach near the Northeast corner of Limit No. 22; thence West 60 chains; thence North 80 chains to beach; thence along beach to point of beginning.

Claim No. 24—Beginning at stake on beach to West end of Sewall Inlet, on Moresby Island, near the East line of Timber Limit 7046; thence South 160 chains; thence East 40 chains; thence North 60 chains to beach; thence along beach to point of beginning.

Claim No. 25—Beginning at a stake on beach on Moresby's Island, at West end of Sewell Inlet; thence West 160 chains; thence North 40 chains; thence East 160 chains to beach; thence South along beach to point of beginning.

Claim No. 26—Beginning at stake on shore of Moresby's Island, in small bay at North end of Narrows called South Arm; thence West 160 chains; thence South 40 chains; thence East 160 chains to beach; thence along the beach to point of beginning.

Claim No. 27—Beginning at stake on shore of Moresby's Island in Bay South of West Arm of Cumshewa Inlet; thence South 40 chains; thence West 160 chains; thence North 40 chains; thence East 160 chains; thence North 40 chains to point of beginning.

Claim No. 28—Beginning at stake on beach at extreme Northwest point of Louise Island, 100 feet South of burn; thence East 80 chains; thence North 40 chains; thence East 60 chains; thence North to beach; thence Southwesterly along beach to point of beginning.

Claim No. 29—Beginning at stake on shore of Moresby's Is'and, on the South side of West Arm, one-fourth mile from point; thence South 40 chains; thence West 160 chains; thence North 40 chains to beach; thence Easterly along beach to point of beginning.

Claim No. 30—Beginning at stake on Moresby's Island, at head of West Arm, on point between two creeks; thence North 80 chains; thence West 80 chains; thence South 80 chains; thence East 80 chains to point of beginning.

Claim No. 31—Beginning at stake at Northwest corner of Limit No. 30; thence West 80 chains; thence South 80 chains; thence East 80 chains; thence North 80 chains to point of beginning.

Claim No. 32—Beginning at a stake at the South side of Creek entering into the North Bay at head of West Arm Moresby Island; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 33—Beginning at a stake at the Northwest corner of Limit No. 32; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 34—Beginning at a stake at Northwest corner of Limit 32; thence North 80 chains; thence West 80 chains; thence South 80 chains; thence East 80 chains to point of beginning.

Claim No. 35—Beginning at stake on shore of Moresby's Island at point between Cumshewa Inlet and West Arm; thence North 80 chains; thence West 80 chains; thence South 80 chains; thence East 80 chains to point of beginning.

Claim No. 36—Beginning at a stake at Northeast corner of Limit No. 35; thence North 80 chains; thence West 80 chains; thence South 80 chains; thence East 80 chains to point of beginning.

Claim No. 37—Beginning at a stake on the East side of Creek, 10 rods from Southeast corner of Limit No. 35; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 38—Beginning at a stake at Northwest corner of Limit No. 37; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 39—Beginning at a stake on Moresby's Island North shore of Cumshewa Inlet, four feet from Southeast corner of Timber Limit No. 7061; thence North 80 chains; thence East 80 chains; thence South 80 chains; thence West 80 chains to point of beginning.

Claim No. 40—Beginning at stake on Southwest shore of Louise Island, due West from Southwest corner of Timber Limit No. 7053; thence East 80 chains; thence South 40 chains; thence East 40 chains; thence South 80 chains; thence West to shore; thence along shore to point of beginning.

je13 D. DRYSDALE.

LOST in the mists of the ... name of the man—o... woman?—who first ... daughters of Eve to s... selves reflected otherwise tha... like, by limpid stream or pu... The genius that gave to t... mirror must go "unwept, unh... unsung," though deserving o... tion by woman every time ... locks are smoothed, a hat i... just the right angle, or a f... face receives the comforting ... "I am a beauty."

Whence or when or how ca... none can say, though Cicero ... owe them to that mythical m... culapius, and antiquaries tra... the Stone Age. Or, perhaps ... they come to us from a wr... goddess lured from her da... curiosity and jealousy at firs... sulky face reflected. The Japa... so, and Ise, where rests tha... ror given by the goddess to ... son, the creator of the Empir... with the command to worship ... is to the devout son or daug... pan a shrine as sacred as M... Mohammedan or the Holy S... the Crusader. Today, in pala... tage alike, the most precious ... of the Japanese woman, the ... portant part of her trousse... small, convex bronze mirro... with mythical symbols of t... history.

We only know that mirro... very soon in the world's his... earliest written records refe... The ancient Peruvians had t... ver, copper, brass and a polis... black stone; they have bee... Egyptian tombs; the first G... small pieces of bronze, thi... with silver, at the toilet ... poses of divination; while ... Seneca declared it to be the ... every foolish woman to poss... mirror, and our foremothers, ... copied the Roman fashion.

Though the first mirrors w... al, there have been found i... lic, Roman, Thracian, Byz... Egyptian tombs glass ones. ... these were simply a blown g... cut in a curve like a wat... with melted lead poured in ... which was mounted in a me... others more elaborate had a ... tagonal frame with a trian... cut underneath, which was ... of glass surrounded by fra... glass set in plaster for orna...

These lead mirrors, though ... clearly, were affected by ... Even now they are used in I... those of polished metal are ... in the Orient.

It was not until the fifteen... that mirrors, as moderns ... them, were introduced by th... discovery that a flat glass su... be backed by an amalgam ... and tin. These quicksilver g... their sway until Pettejean i... ented the present process ... mirrors which reflect 25 per ... light than their predecessors ...

Venetian mirrors were very ... even from the first. With all ... derful carvings and a p... glass, the "faer dames" of t... sance were loth to give up ... circular placques of polishe... copper in richly carved fra...

m No. 6—Commencing at stake on West side of East Bay, Atl Inlet, entrance; thence West 40 chains; South 160 chains; thence East 40 ; thence North along shore to point ginning.

m No. 7—Commencing at stake at of Creek at head of East Bay, At'l thence West 40 chains; thence 40 chains; thence East 160 chains; North 40 chains; thence West 120 to point of beginning.

m No. 8—Commencing at stake at of Creek at head of Sedgwick Bay, Island; thence North 80 chains; East 80 chains; thence South 80 ; thence West 80 chains to point of ing.

m No. 9—Commencing at stake in Cove on East side of entrance at Inlet, Lyell Inlet; thence East 80 ; thence South 80 chains; thence 80 chains; thence North 80 chains ce of beginning.

m No. 10—Commencing at stake 20 West from beach and in line with Point and two small islands off of first valley going South on the rn shore of Lyell Island; thence 80 chains; thence South 80 chains; East 80 chains; thence North 80 to point of beginning.

m No. 11—Commencing at a stake ach North side of Bay in second valoing South on East coast of Lyell ; thence West 80 chains; thence 80 chains; thence East 80 chains; North 80 chains to point of begin-

m No. 12—Beginning at stake near west point of Farady Island; thence 160 chains along shore; thence South ains; thence West 160 chains; thence 40 chains to place of beginning.

m No. 13—Commencing at stake at of Creek on Southwest shore of Island, East of two small islands lower end of Darwin Sound; thence 60 chains; thence South 60 chains; East 80 chains; thence South about ains to beach; thence along beach to of beginning.

m No. 14—Commencing at stake on near the extreme Northwesterly of Lyell Island; thence South 80 ; thence West 60 chains; thence 40 chains; thence West 60 chains, or less, to beach; thence along beach nt of beginning.

m No. 15—Commencing at stake onemile from point on Morsby Island, on side of Echo Harbor; thence East ains; thence South 80 chains; thence 120 chains to head of harbor; thence easterly along the shore to point of ing.

m No. 16—Commencing at stake at of Echo Harbor, Moresby Island; West 60 chains; thence North 80 ; thence East 40 chains; thence 40 chains; thence East to beach; along beach to point of beginning.

m No. 17—Beginning at stake on East side of large island at West Richardson Inlet; thence West 40 ; thence North 160 chains; thence 40 chains to beach; thence South shore to point of beginning.

m No. 18—Beginning at stake at end of Tanoo Island; thence East 80 ; thence South 40 chains; thence 60 chains; thence South to beach; along beach to point of beginning.

m No. 19—Beginning at stake 10 North of Claim No. 18, West end of Island; thence East 80 chains;

m No. 20—Beginning at stake onemile South of the Indian Village of North 80 chains to beach; thence beach to point of beginning. ew; thence 40 chains North; thence 160 chains; thence South 40 chains; East to beach; thence along beach nt of beginning.

m No. 21—Beginning at stake on of Dana Inlet, Moresby Island, about miles West from point of Moresby peninsula; thence South 40 chains; West 160 chains; thence North to thence East along the shore to of beginning.

m No. 22—Beginning at a stake at d of Dana Inlet on Moresby Island; West 80 chains; thence South 80 ; thence East 80 chains; thence to point of beginning.

m No. 23—Beginning at stake on near the Northeast corner of Limit 2; thence West 60 chains; thence 80 chains to beach; thence along to point of beginning.

m No. 24—Beginning at stake on to West end of Sewall Inlet, on by Island, near the East line of Limit 7046; thence South 160 ; thence East 40 chains; thence 60 chains to beach; thence along to point of beginning.

m No. 25—Beginning at a stake on on Moresby's Island, at West end ell Inlet; thence West 160 chains; North 40 chains; thence East 160 to beach; thence South along beach t of beginning.

m No. 26—Beginning at stake on f Moresby's Island, in small bay at end of Narrows called South Arm; West 160 chains; thence South 40 thence East 160 chains to beach; along the beach to point of begin-

m No. 27—Beginning at stake on f Moresby's Island in Bay South of arm of Cumshewa Inlet; thence 0 chains; thence West 160 chains; North 40 chains; thence East 160 thence North 40 chains to point inning.

m No. 28—Beginning at stake on at extreme Northwest point of Island, 100 feet South of burn; East 80 chains; thence North 40 thence East 60 chains; thence to beach; thence Southwesterly each to point of beginning.

m No. 29—Beginning at stake on Moresby's Island, on the South West Arm, one-fourth mile from hence South 40 chains; thence West ins; thence North 40 chains to thence Easterly along beach to beginning.

m No. 30—Beginning at stake on 's Island, at head of West Arm, between two creeks; thence North s; thence West 80 chains; thence 0 chains; thence East 80 chains of beginning.

m No. 31—Beginning at stake at st corner of Limit No. 30; thence 0 chains; thence South 80 chains; East 80 chains; thence North 80 to point of beginning.

m No. 32—Beginning at a stake at th side of Creek entering into the ay at head of West Arm Moresby thence North 80 chains; thence chains; thence South 80 chains; West 80 chains to point of begin-

m No. 33—Beginning at a stake at rthwest corner of Limit No. 32; North 80 chains; thence East 80 thence South 80 chains; thence 0 chains to point of beginning.

m No. 34—Beginning at a stake at st corner of Limit 32; thence 0 chains; thence West 80 chains; South 80 chains; thence East 80 to point of beginning.

m No. 35—Beginning at stake on Moresby's Island at point between wa Inlet and West Arm; thence 0 chains; thence West 80 chains; South 80 chains; thence East 80 o point of beginning.

m No. 36—Beginning at a stake at st corner of Limit No. 35; thence 0 chains; thence West 80 chains; South 80 chains; thence East 80 o point of beginning.

m No. 37—Beginning at a stake on st side of Creek, 10 rods from st corner of Limit No. 35; thence 0 chains; thence East 80 chains; South 80 chains; thence West 80 o point of beginning.

m No. 38—Beginning at a stake at st corner of Limit No. 37; thence 0 chains; thence East 80 chains; South 80 chains; thence West 80 o point of beginning.

m No. 39—Beginning at a stake on s Island North shore of Cumshews ur feet from Southeast corner of Limit No. 7061; thence North 80 thence East 80 chains; thence chains; thence West 80 chains to beginning.

m No. 40—Beginning at stake on st shore of Louise Island, due om Southwest corner of Timber o. 7053; thence East 80 chains; outh 40 chains; thence East 40 thence South 80 chains; thence shore; thence along shore to point ning.

D. DRYSDALE.

For Every Woman According to Her Needs

Mirrors Old and New and Their Care

LOST in the mists of the past is the name of the man—or was it a woman?—who first enabled the daughters of Eve to see their fair selves reflected otherwise than Narcissus like, by limpid stream or purling brook. The genius that gave to the world a mirror must go "unwept, unhonored and unsung," though deserving of canonization by woman every time wind-tossed locks are smoothed, a hat is donned at just the right angle, or a fresh young face receives the comforting assurance, "I am a beauty."

Whence or when or how came mirrors none may say. Though Cicero has it we owe them to that mythical medico, Aesculapius, and antiquaries trace them to the Stone Age. Or, perhaps, after all, they come to us from a wrathful sun-goddess lured from her dark cave by curiosity and jealousy at first seeing her sulky face reflected. The Japanese think so, and lse, where rests that first mirror given by the goddess to her grandson, the creator of the Empire of Japan, with the command to worship it forever, is to the devout son or daughter of Japan a shrine as sacred as Mecca to the Mohammedan or the Holy Sepulchre to the Christian. To-day, in palace and cottage alike, the most precious possession of the Japanese woman, the most important part of her trousseau, is her small, convex bronze mirror covered with mythical symbols of the island's history.

We only know that mirrors arrived very soon in the world's history. The earliest written records refer to them. The ancient Peruvians had them of silver, copper, brass and a polished opaque black stone; they have been found in Egyptian tombs; the first Greeks used small pieces of bronze, thinly coated with silver, at the toilet for purposes of divination; while Pliny and Seneca declared it to be the object of every foolish woman to possess a silver mirror, and our foremothers, the Celts, copied the Roman fashion.

Though the first mirrors were of metal, there have been found in the Gallic, Roman, Thracian, Byzantine or Egyptian tombs glass ones. Some of these were simply a blown glass bubble cut in a curve like a watch crystal, with melted lead poured in the shell which was mounted in a metal frame; others more elaborate had a plaster pentagonal frame with a triangular piece cut underneath, which was a lead line of glass surrounded by fragments of glass set in plaster for ornament.

These lead mirrors, though reflecting clearly, were affected by dampness. Even now they are used in Italy, while those of polished metal are still found in the Orient.

It was not until the fifteenth century that mirrors, as moderns understand them, were introduced by the Venetian discovery that a flat glass surface could be backed by an amalgam of mercury and tin. These quicksilver glasses held their sway until Petitjean in 1855 patented the present process of silvered mirrors which reflect 25 per cent. more light than their predecessors.

Venetian mirrors were very beautiful, even from the first. With all their wonderful carvings and peculiar metal glass, the "faer damos" of the Renaissance were loth to give up the small, circular placques of polished gold or copper in richly carved frames of enamel and ebony which they carried at the girdle to be ever ready for use.

The French soon vied with the Italians in mirror making, and those of the reigns of Louis XIV to XVI have never been equaled for artistic workmanship and beauty of design and color.

The original idea of these mirrors was not as a separate device, but as a part of the wall, and they were used in paneling with richly carved wood frames, gilded or highly colored.

Frequently a picture adorned the top, painted by the most famous artists of their day. Beautiful specimens have come down to us from the brushes of Watteau, Lencret, Pater and Frangonnard.

One of these mirrors, with a panel representing the Joys of Europa, by Boucher, is as rich in coloring as when it reflected the gay court dames of Louis XV.

Another, a carved mirror of the period of Louis XIV, or Italian workmanship, is richly tinted in different shades of soft greens, with a brown beading and inlaid designs of black. An ecclesiastic mirror in a brocaded frame is equally lovely.

An interesting Louis XVI mirror, with an elaborate gilt scroll on a white ground, has a quaint old painting in grisaille (black and white).

It was not until the eighteenth century that the detached mirrors and those above bureaus, dressing tables and shaving stands were introduced, chiefly by the English.

In France, during the Empire, the vanity of "little Nap" evidently was contagious, for mirrors lined every inner door of a house on both sides of the panel.

The sedan chair of the eighteenth century even carried a mirror on the outside, perhaps, forsooth, that the Beau Brummel of the day might take a peep at his finery before seeking his fair inamorata within, while she, to run no risk of beauty patch awry, had a handmirror stowed away in the curtains inside.

There are quaint old sewing boxes of inlaid wood lined with numerous mirrors.

To the late Georgian period belong the heavy balls and beaded trimmings or flat carved frames covered in gold leaf, which have known such a marked revival of late under the name of colonial mirrors. Fortunate is the woman who owns one of them as an heirloom, and thrice blessed if it happens to be a triple one.

The modern mirror is worthy of note for artistic workmanship, though there seems to be no special originality of design. Instead, we see close copies of the Colonial period, especially of the triple mirror, with a leaning toward simplicity and away from the vulgar orateness of a few decades ago, even in the cheap lacquer frame.

In many of the more recent ones we see a return to the French and Italian art, with carved emblems (machine work generally), pictures of the Aurora, or prints of old-time belles and beaux. Most of the frames are gilded, but many are of mahogany or rosewood, with gay prints.

A fascinating copy of a French mirror of the Empire is about ten inches wide covered with exquisite gold leaf and carved with the Napoleonic eagle and laurel wreath.

By the way, there is a great difference in gold leaf, and it is rare to find the lovely soft, dull effects of the earlier generation. In having the frame refurnished it is well to insist on the dull gold. This is gained by applying the leaf with an oil size; the shiny ones are sized with clay.

Unfortunately, the modern love of getting the most show for the money leads few of us to pay the cost of frames in pure gold leaf such as our grandfathers owned, which would last for half a century or more. French gilt—really bronze—is largely employed in combination with it.

Really, though, this is not surprising when it is remembered that the gold leaf in sheets three inches square must be applied entirely by hand.

The lacquer frames are of silver leaf rubbed down till flat, and then lacquered. This has the merit of being easily kept clean with a damp cloth, while, unfortunately, nothing is of use to retain the lustre of gold leaf but reburnishing.

A word or two should be said on the care of fine mirrors. Firstly and foremostly, never let them hang where the sun strikes the glass, or it will streak without fail. Sudden changes of temperature frequently have the same effect. For this reason never keep candles or a lamp near a mirror, as so many women are apt to do on their dressing tables.

Be careful in washing the glass never to let water touch the sides, as no matter how good the gold it will be spoiled. Flyspecks may, however, be washed off with a very soft cloth, wrung out of warm water.

Many housekeepers clean the glass of their mirrors with kerosene, rubbing it to brilliancy with a soft cloth, followed by chamois or tissue paper.

When the paper (which is pasted over the back of most mirrors) wears off, replace it as soon as possible, for dust has an ugly way of sifting through the fine cracks about the edges, in time dulling the glass. Use felt paper and dampen it before applying the paste. Then stretch smoothly over the back.

With care a good gold-leaf mirror should last a generation. It is well, though unsightly, to shroud the frames in netting in summer, though some connoisseurs claim it is unnecessary.

Lavender Pillows

SINCE those extra little pillows have become so frequently met with as a part of bed-furnishings, pine and lavender pillows have both become more popular.

Both of them, when made for a bed, are incased in strong muslin covers, over which the pretty little white slip is drawn.

For couches, of course, darker and more serviceable materials are used. For pine pillows a deep yellow, embroidered in a simple outline stitch, in brown or deep bronze greens. For lavender a light lavender, embroidered in a darker shade, or one of the plain white cretonnes, covered with blossoms and stripes of lavender, makes an attractive covering.

If you are going away, and can squeeze just one more thing into your trunk, tuck one of the regular baby pillows in. The pillows where you are staying may be stuffy or hard, and that little pillow is just the thing for a hammock or for the nap that you take in the old orchard, stretched out upon rug or steamer blanket.

And, by the way, if there is boating where you are going, take a couple of gay pillow cases along—strong ones—to stuff with hay. Nothing can hurt them, even a good drenching only makes you unbutton them and refill them with fresh, sweet hay.

Saving

DO your saving at the beginning of the week, you who live upon allowances, or, what is the same, so far as this counts, upon a salary.

The extra expenses which often come upon you unexpectedly in the latter part of the week may be easily met if you've been husbanding your resources a little, instead of spending up to the last cent.

A good plan is to allow yourself so much for little expenses for a given length of time, and then to keep within daily bounds, saving even a bit from that, if possible. Then, if it is not called upon by some little emergency, either put it away or use it toward some definite purpose, such as subscribing to a good magazine, getting a good book or seeing a good play, all of which should be considered as mental investments.

The Girl Who is Going Visiting

SIT down, the next time you plan to go a-visiting, and make out a list of the everyday necessary things you mean to take with you. Then, before you lock your trunk, run over the list, and see if you've forgotten any of them.

No matter how dearly your hostess may love you, a visitor who is continually borrowing all sorts and conditions of things, from pins and sewing utensils to lounging robes and fresh blouses, is, to put it mildly, a nuisance, who has literally worn out her welcome.

One long-suffering hostess, whose lounging robes were the envy of her numerous visitors, was the most generous mortal alive, until she realized to what lengths some women, those who ought to know better, will go for the sake of wearing pretty, effective clothes.

Every one of her lovely robes was borrowed and worn to trail around the house in, or to look languorously attractive in at breakfast time. Yet, two or three of them had cost between one and two hundred dollars apiece; and not one of the women who wore them so carelessly possessed a single robe of that class. One pale blue beauty—crepe de chine embroidered in the same pale shade in a design of heavy-headed chrysanthemums—was almost ruined by the thoughtless—or worse—treatment it received.

Your own kimono, your own sewing utensils, all the little personal things should be among those you take with you.

When you leave, be as punctilious about collecting your various trifles—not like the girl who left her thimble in one room, a dress in the closet of another, and almost every other room honored (?) by some one of her possessions.

Look over everything you pack; you don't want to carry off some trifling thing of your hostess' by mistake. And if your room is full of them, the error is easily made.

The whole thing in a nutshell is: remember the rare distinction between "mine and thine," and remember it particularly when you are visiting.

Uncurled Ostrich Feathers.

THAT new trick of fashion—leaving ostrich feathers uncurled—is a boon to the women who have had to taboo feathers because the curl would come out.

French Bathing Caps

FRENCHWOMEN have taken American styles and colors for inspiration in the matter of designing bathing suits, contenting themselves with their own wonderful, inimitable charm of cut and of trimming. And that one striking bit of color, which is played about in so subtle a way with all fashions alike this summer, finds its expression in the bathing cap, which still remains thoroughly French—one might almost say aggressively so.

Scarlet or the brightest of blue, pale pink or violet or white are all worn in bathing caps, with, most popular of all, Scotch plaids, draped into the most becoming little bonnet imaginable, not wonderfully serviceable, but almost dramatic in its coquettish beauty.

"Scotch plaid" is rather a misnomer for the plaids that all Paris is in love with at present, for the tartan plaids are, in the main, rather quiet, if you except two or three, while the French versions riot over the whole rainbow of colors. With the Scotch plaids, every color added has its own particular meaning; with the French ones, colors are heaped on colors, daring combinations made, and the only meaning attempted—and expressed with true French genius—is beauty.

It is these French versions—French-Scotch plaids (as we have French-Irish lace, now that Paris has taken up the exquisite creation of French peasants and taught them their own art anew)—which la belle Parisienne uses for her cap when she goes to bathe in the sea at Trouville.

Plainer caps there are a-plenty, some with real service in them in the way they protect the hair from the ravages of salt water, trimmed, perhaps, with wash-tapes looped on like narrow ribbons—wash ribbons used as often.

However she may be content to dress herself, in the soberest of blues or browns or black, her cap must be as effective and as becoming as the hats for which she is so justly famous.

Week-End Entertaining in the Country

AS THE desire for country life grows in this country, more and more are we adopting the long-established custom of our English cousins of giving week-end parties.

The time was, and not so very long ago either, when it would have been considered a positive breach of hospitality to limit a guest's visit in an invitation.

Now, however, as life grows yearly more conventional, a hostess has no hesitancy in telling even nearest and dearest friend just how long she will be welcome.

This method is not merely more satisfactory to the guest, who can place other visits accordingly (not to mention packing her trunk with much greater ease, since she knows just how many gowns will be required), but it is absolutely essential to the comfort of a hostess, especially to one who entertains constantly, to have another set of guests will not overlap another.

Therefore, when a young woman or man receives an invitation to visit at some country home over Sunday, it means just that, and it is a great mistake to allow oneself to be persuaded into a longer stay, even though a hostess may seem urgent. Of course, there are times when it is permissible to lengthen one's visit, but generally a rigid adherence to the limits of an invitation is advisable.

Occasionally a hostess invites a house party for a week, a fortnight or even a month, but by far the most common just now is the week-end party from Friday or Saturday to Monday.

There are good and sufficient reasons for this. In the first place, the average hostess, unless the resources of her country home are rather special in the way of providing amusements, finds somewhat formidable the task of keeping things keyed up to a high pitch of enjoyment for a longer time. Then, again, most men find it impossible to get away from business during the week, and a house party with the preponderance of women of the proverbial summer hotel is not apt to be gay.

The first essential of a successful week-end party is, as every experienced hostess knows, a wise selection of guests. They simply must be congenial. Just one man or woman who forms a discordant element is enough to throw a damper on the crowd of young people.

The personalities, keen-edged jests and even the occasional practical joke, which the camaraderie of a well-chosen houseful of guests make so enjoyable, seem childish, trifling and even impertinent in the presence of the outsider. And that outsider in turn is very apt to feel uncomfortably de trop.

Again, the successful hostess is the easy one. Now, this is an art that is not by any means common. The woman who does not fuss over her guests, who can smile when things go wrong and can carry off even an ill-cooked dinner, is sure to have her praises sung as a gracious entertainer; while she who is over-solicitous of her friends' comfort, and who lets the onus of her position weigh upon her, is very apt not to "make good" as a hostess.

Naturally, a woman, unless she has competent servants, does not undertake the burden of a week-end party in the accepted meaning of that term; she will doubtless often have a few friends out to spend Sunday, but that is quite a different proposition. Even so it is important to be systematic in arrangement.

Plan each meal and give the orders written out for the entire visit to the cook several days before, so that no possible mistake can occur. For it must be remembered that most young people have hearty appetites at the best (nor does much laughter diminish them), and the country is not the happiest spot in which to find some important food supply has suddenly run short.

Rooms must be carefully assigned. If there is any doubling up to do, let it be among the women, for man as a rule is more fussy about a room to himself.

In preparing for the amusement of a house party, so much depends on its character, the taste of the guests and the ability of the hostess to gratify them that it is difficult to lay down any hard-and-fast rules.

If the young people are athletic, and the place affords facilities for golf, tennis, canoeing, bathing or long tramps, the question of quickly and pleasantly passed days is solved. Though nothing is more charming after dinner in the evening than a pull on stream or lake. Sailing at night, unfortunately, has its drawbacks in unexpected calms.

Then a long drive for part of a day at least is sure to prove enjoyable. If it is turned into a half picnic and the whole party goes on horseback or in carriage to take lunch or afternoon tea at some picturesque spot in the neighborhood, all the better.

But one thing is important for the hostess to remember. Let her not surfeit her guests with pleasure. Give them an occasional breathing space when the literary can look after a book and the lazy or easily fatigued can simply loaf.

Who has not, in a house party, been rushed with feverish haste from one form of amusement to another, the hostess deeming herself a lamentable failure unless every one was on the go every minute? Did you enjoy it? No, of course, you didn't! Many a time you were simply dying for the rest which a mistaken sense of hospitality forbade.

As a rule, it is better to have dinner late, so as not to be shut in the house during the delightful twilight hours. But, by all means, allow your guests, especially the girls, sufficient time to throw themselves on couch or bed for a short time before dressing for dinner. The evening will be all the gayer if every one gets a rest after the violent exercise of the day.

How to spend the evening depends largely on the weather. If the nights are cool enough to stay indoors, cards, dancing, impromptu theatricals or even an occasional romping game, dear to childhood, are all in order.

But most of our summer weather makes it much pleasanter to remain out on the porches. This is often the pleasantest of all, just to idly sit in the soft air, singing occasionally to twanging guitars and mandolins, joking, telling stories or even playing a silly round game or two such as "Twenty Questions," "My Mother's Cat," "I Love My Love With an A" or "Going to Market."

Sunday, as a rule, even in the least religious household, is more quietly spent than the first two days. But it is none the less enjoyable for that. Often a long drive to some quaint century-old church makes the morning hours pass pleasantly, while the afternoon and evening fly all too rapidly for the party that is to reluctantly separate in the morning.

One thing about that departure. It is the usual thing for each guest before leaving to fee the servants, who have been put to much extra service. This should be done as unobtrusively as possible, lest there may be some in the party made uncomfortable who simply cannot afford to express their appreciation in this way. Sometimes a host or hostess objects decidedly to this tipping, and where such a feeling is known it should always be respected.

Working Gloves

KEEP the inside of the old gloves you wear around the house for the rough work clean. If they are allowed to become begrimed with the dust and dirt of the work, they are almost as hard on your hands as the work would be.

Gasoline will clean almost any sort of glove, although with the heavy ones—the castoffs of the men of the family, which, being loose and strong, are the best to work in—the cleansing fluid sometimes seems to take out the natural oil, leaving them dry and harsh to the touch.

When that occurs rub a little pure vaseline into them—just a little, so as not to make them greasy.

Stains in Flower Vases

FOR the stains which often mark deep vases when they are in constant use, the same treatment as that for water bottles should be followed.

Put potato parings into the vase, with water enough to cover the stains, leaving them there over night. Then empty them out and wash in the usual way. Repeat, if necessary.

A cleaning pad may be made by cutting a groove around a long stick, near one end, and tying securely, by means of the groove, a bit of cloth, doubled up, so that it makes a round, ball-like covering to the tip. With this all sorts of ugly stains can be got at, which would otherwise be inaccessible.

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"The Helmet of Navarre"

BY BERTHA RUNKLE

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XV.

My Lord Mayenne

I KNEW she was shutting the door by the click of the latch; in the next second I made the discovery that she was still on my side of it. "What——" I was beginning, when she laid her hand over my mouth. A line of light showed through the crack. She had not quite closed the door on account of the noise of the latch. She tried again; again it rattled and she desisted. I heard her fluttered breathing and I heard something else—a rapid, heavy tread in the corridor without. Into the council room came a man carrying a lighted taper. It was Mayenne.

Mademoiselle, with a whispered "God save us!" sank in a heap at my feet.

I bent over her to find if she had swooned, when she seized my hand in a sharp grip that told me plain as words to be quiet.

Mayenne was yawning; he had a rumpled and dishevelled look like one just roused from sleep. He crossed over to the table, lighted the three-branched candlestick standing there, and seated himself with his back to us, pulling about some papers. I hardly dared glance at him, for fear my eyes should draw his; the crack of our door seemed to call aloud to him to mark it; but the candle-light scarcely pierced the shadows of the long room.

More quick footsteps in the corridor. Mayenne hitched his chair about, sideways to the table and to us, facing the outer door. A tall man in black entered, saluting the general from the threshold.

"So you have come back?" spoke the duke in his even tones. It was impossible to tell whether the words were a welcome or a sentence.

"Yes," answered the other in a voice as non-commital as Mayenne's own. He shut the door after him and walked over to the table.

"And how goes it?"

"Badly."

The newcomer threw his hat aside and sat down without waiting for an invitation.

"What! Badly, sirrah!" Mayenne exclaimed sharply. "You come to me with that report?"

"I do, monsieur," answered the other with cool insolence, leaning back in his chair. The light fell directly on his face and proved to me what I had guessed at his first word. The duke's night visitor was Lucas. "Yes," he repeated indifferently, "it has gone badly. In fact, your game is up."

Mayenne jumped to his feet, bringing his fist down on the table.

"You tell me this?"

Lucas regarded him with an easy smile.

"Unfortunately, monsieur, I do."

Mayenne turned on him, cursing. Lucas with the quickness of a cat sprang a yard aside, dagger unsheathed.

"Put up that knife!" shouted Mayenne.

"When you put up yours, monsieur."

"I have drawn none!"

"In your sleeve, monsieur."

"Liar!" cried Mayenne.

I know not who was lying, for I could not tell whether the blade that flashed now in the duke's hand came from his sleeve or from his belt. But if he had not drawn before he had drawn now and rushed at Lucas. He dodged and they circled round each other, wary as two matched cocks. Lucas was strictly on the defensive; Mayenne, the less agile, by reason of his weight, could make no chance to strike. He drew off presently.

"I'll have your neck wrung for this," he panted.

"For what, monsieur?" asked Lucas, imperturbably. "For defending myself?"

Mayenne let the charge go by default.

"For coming to me with the tale of your failures. Nom de dieu, do I employ you to fail?"

"We are none of us gods, monsieur. You yourself lost Ivry."

Mayenne backed over to his chair and seated himself, laying his knife on the table in front of him. His face smoothed out to good humor—he mean tribute to his power of self-control. For the written words can convey no notion of the maddening insolence of Lucas' bearing—an insolence so studied that it almost seemed unconscious and was thereby well-nigh impossible to silence.

"Sit down," bade the duke, "and tell me."

Lucas, standing at the foot of the table, observed:

"They turned you out of your bed, monsieur, to see me. It was unnecessary severity. My tale will keep till morning."

"By Heaven, it shall not!" Mayenne shouted. "Beware how much further you dare anger me, you Satan's cub!"

He was fingering the dagger again as if he longed to plunge it into Lucas' gullet, and I rather marveled that he did not, or summon his guard to do it. For I could well understand how infuriating was Lucas. He carried himself with an air of easy equality insufferable to the first noble in the land. Mayenne's chosen role was the unmoved, the inscrutable, but Lucas beat him at his own game and drove him out into the open of passion and violence. It was a miracle to me that the man lived—unless, indeed, he were a prince in disguise.

"Satan's cub!" Lucas repeated, laughing. "Our late king had called me that, pardieu! But I knew not you acknowledged Satan in the family."

"I ordered Antoine to wake me if you returned in the night," Mayenne went on gruffly. "When I heard you had been here I knew something was wrong—unless the thing were done."

"It is not done. The whole plot is ruined."

"Nom de dieu! If it is by your bungling——"

"It was not by my bungling," Lucas answered with the first touch of heat he had shown. "It was fate—and that fool Grammont."

"Explain, then, and quickly, or it will be the worse for you."

Lucas sat down, the table between them.

"Look here," he said abruptly, leaning forward over the board. "Have you Mar's boy?"

"What boy?"

"A young Picard from the St. Quentin estate, whom the devil prompted to come up to town today. Mar sent him here tonight with a love message to Lorance."

"Oh," said Mayenne, slowly, "if it is a question of mademoiselle's love affairs, it may be put off until tomorrow. It is plain to the very lackeys that you are jealous of Mar. But at present we are discussing l'affaire St. Quentin."

"It is all one," Lucas answered quickly. "You know what is to be the reward of my success."

"I thought you told me you had failed."

Lucas' hand moved instinctively to his belt; then he thought better of it and laid both hands, empty, on the table.

"Our plot has failed; but that does not mean that St. Quentin is immortal."

"You may be very sure of one thing, my friend," the duke observed, "I shall never give Lorance de Montluc to a white-livered flincher."

"The Duke of St. Quentin is not immortal," Lucas replied. "I have missed him once, but I shall get him in spite of all."

"I am not sure about Lorance even then," said Mayenne, reflectively. "Francois de Brie is agitating himself about that young mistress. And he has not made any failures—as yet."

Lucas sprang to his feet.

"You swore to me I should have her."

"Permit me to remind you again that you have not brought me the price.

"I will bring you the price."

"E'en then," spoke Mayenne, with the smile of the cat standing over the mouse—"e'en then I might change my mind."

"Then," said Lucas, roundly, "there will be more than one dead duke in France."

Mayenne looked up at him as unmoved as if it were not in the power of mortal man to make him lose his temper. In stirring him to draw dagger, Lucas had achieved an extraordinary triumph. Yet I somehow thought that the man who had shown hot anger was the real man; the man who sat there quiet was the party leader.

He said now, evenly:

"That is a silly way to talk to me, Paul."

"It is the truth for once," Lucas made sullen answer.

So long as he could prick and irritate Mayenne he preserved an air of unshakable composure; but when Mayenne recovered patience and himself began to prick, Lucas' guard broke down. His voice rose a key, as it had done when I called him fool; and he burst out violently:

"Mort de dieu! monsieur, what am I doing your dirty work for? For love of my affectionate uncle?"

"It might well be for that. I have been your affectionate uncle, as you say."

"My affectionate uncle, you say? My hirer, my suborner! I was a Protestant! I was bred up by the Hugnenot Lucases when my father cast off my mother and me to starve. I had no love for the League or the Lorraines. I was fighting in Navarre's ranks when I was made prisoner at Ivry."

"You were spying for Navarre. It was before the fight we caught you. You had been hanged and quartered in that gray dawn had I not recognized you, after twelve years, as my brother's son. I cut the rope from you and embraced you for your father's sake. You rode forth a cornet in my army, instead of dying like a felon on the gallows."

"You had your ends to serve," Lucas muttered.

"I took you into my household," Mayenne went on. "I let you wear the name of Lorraine. I did not deny you the hand of my cousin and ward, Lorance de Montluc."

"Deny me! No, you did not. Neither did you grant it me, but put me off with lying promises. You thought then you could win back the faltering house of St. Quentin by a marriage between your cousin and the Comte de Mar. Afterward, when my brother Charles dashed into Paris, and the people clamored for his marriage with the Infanta, you conceived the scheme of forcing Lorance on him. But it would not do, and again you promised her to me if I could get you certain information from the royalist army. I returned in the guise of an escaped prisoner to Henry's camp to steal you secrets; and the moment my back was turned you listened to proposals from Mar again."

"Mar is not in the race now. You need not speak of him, nor of your brother Charles, either."

"No; I can well understand that my brother's is not a pleasant name in your ears," Lucas agreed. "You acknowledged one King Charles X.; you would like well to see another Charles X., but it is not Charles of Gunse you mean."

"I have no desire to be King of France," Mayenne began angrily.

"Have you not? That is well, for you will never feel the crown on your brows, good uncle! You are ground between the Spanish hammer and the Bearnais anvil; there will soon be nothing left of you but powder."

"Nom de dieu, Paul——" Mayenne cried, half rising; but Lucas, leaning forward on the table, riveting him with his keen eyes, went on:

"Do not mistake me, monsieur uncle. I think you in bad case, but I am ready to sink or swim with you. So long as the hand of Lorance is in your bestowing I am your faithful servant. I have not hesitated to risk the gallows to serve you. Last March I made my way here, disguised, to tell you of the king's coming change of faith and of St. Quentin's certain defection. I demanded then my price, my marriage with mademoiselle. But you put me off again. You sent me back to Mantes to kill you St. Quentin."

LUCAS SAT DOWN THE TABLE BETWEEN THEM.

"Aye. And you have been about it these four months, and you have not killed him."

Lucas reddened with ire.

"I am no Jacques Clement to stab and be massacred. You cannot buy such a service of me, M. de Mayenne. If I do bravo's work for you, I choose my own time and way. I brought the duke to Paris, delivered him up to you to deal with as it liked you. But you with your army at your back were afraid to kill him. You flinched and waited. You dared not shoulder the onus of his death. Then I, to help you out of your strait, planned to make his own son's the hand that should do the deed; to kill the duke and ruin his heir; to put not only St. Quentin but Mar out of your way——"

"Let us be accurate, Paul," Mayenne said. "Mar was not in my way; he was of no consequence to me. You mean put him out of your way."

"He was in your way, too. Since he would not join the Cause he was a hindrance to it. You had as much to gain as I by his ruin."

"Something—not as much. I did not want him killed. I preferred him to Valere."

"Nor did I want him killed; so our views jibed well."

"Why not, then? Did you prefer him as your wife's lover to some other who might appear?"

"I do not intend that my wife shall have lovers," Lucas answered.

Mayenne broke into laughing.

"Nom d'un chien, where will you keep her? In the Bastile? Lorance and no lovers! Ho! ho!"

"I mean none whom she favors."

"Then why do you leave Mar alive? She adores the fellow," Mayenne said. I had no idea whether he really thought it or only said it to annoy Lucas. At any rate it had its effect. Lucas' brows were knotted; he spoke with an effort, like a man under stress of physical pain.

"I know she loves him now, and she would love him dead, but she would not love him a parricide."

"Is that your creed? Pardieu! you don't know women. The blacker the villain, the more they adore him."

"I know it is true, monsieur," Lucas said smoothly, "that you have had successes."

Mayenne started forward with half an oath, changing to a laugh.

"So it is not enough for you to possess the fair body of Lorance; you must also have her love?"

"She will love me," Lucas answered uneasily. "She must."

"It is not worth your fret," Mayenne declared. "If she did, how long would it last? Souvent femme varie—that is the only fixed fact about her. If Lorance loves Mar today, she will love some one else tomorrow, and some one else still the day after tomorrow. It is not worth while disturbing yourself about it."

"She will not love any one else," Lucas said hoarsely.

Mayenne laughed.

"You are very young, Paul."

"She shall not love any one else! By the throne of heaven, she shall not!"

Mayenne went on laughing. If Lucas had for the moment teased him out of his equanimity, the duke had paid back the score a hundredfold. Lucas' face was scarred with his passions as with the torture iron; he clinched his hands together, breathing hard. On my side of the door I heard a sharp little sound in the darkness; mademoiselle had gritted her teeth.

"It is a little early to sweat over the matter," Mayenne said, "since mademoiselle is not your wife nor ever likely to become so."

"You refuse her to me?" Lucas cried, livid. I thought he would leap over the table at one bound on Mayenne. It occurred to the duke to take up his dagger.

"I promise you to her when you kill me St. Quentin. And you have not killed St. Quentin but instead come airily to tell me the scheme—my scheme—is wrecked. Pardieu! it was never my scheme. I never advocated stolen pistoles and subborned witnesses and angered nephews and deceived sons and the rest of your cumbrous machinery. I would have had you stab him as he bent over his papers, and walk out of the house before they discovered him. But you had not the pluck for that; you must needs plot and replot to make some one else do your work. Now, after months of intriguing and waiting, you come to me to tell me you have failed. Morbleu! is there any reason why I should not have you kicked into the gutter, as no true son of the valorous Le Balafre?"

Lucas' hand went to his belt again; he made one step as if to come around the table. Mayenne's angry eye was on him but he did not move; and Lucas made no more steps. Controlling himself with an effort, he said:

"It was not my fault, monsieur. No man could have labored harder or planned better than I. I have been diligent, I have been clever. I have made my worst enemy my willing tool—I have made Monsieur's own son my cat's-paw. I have left no end loose, no contingency unprovided for—and I am ruined by a freak of fate."

"I never knew a failure yet but what the fault was fate's," Mayenne returned.

"Call it accident, then; call it the devil, call it what you like!" Lucas cried. "I still maintain it was not my fault. Listen, monsieur."

He sat down again, and began his story, striving as he talked, to recover something of his old coolness.

"The thing was ruined by the advent of this boy, Mar's lackey, I spoke of. You said he had not been here?"

"You may go to Lorance with that question," Mayenne answered; "I have something else to attend to than the intrigues of my wife's maids."

"He started hither; I thought some one would have the sense to keep him. Mordieu! I will find from Lorance whether she saw him."

He fell silent, gnawing his lip; I could see that his thought had traveled away from the plot to the sore subject of mademoiselle's affections.

"Well," said Mayenne sharply, "what about your boy?"

It was a moment before Lucas answered. When he did he spoke low and hurriedly, so that I could scarce catch the words. I knew it was no fear of listeners that kept his voice down—they had shouted at each other as if there was no one within a mile. I guessed that Lucas, for all his bravado, took little pride in his tale, nor felt happy about its reception. I could catch names now and then, Monsieur's, M. Etienne's, Grammont's, but the hero of the tale was myself.

"You let him to the duke?" Mayenne cried presently.

At the harsh censure of his voice, Lucas' rang out with the old defiance:

"With Vigo at his back I did. Sangdieu! you have yet to make the acquaintance of St. Quentin's equerry. A regiment of your lansquenets couldn't keep him out."

"Does he never take wine?" Mayenne asked, lifting his hand with shut fingers over the table and then opening them.

"That is easy to say, monsieur, sitting here in your own hotel stuffed with your soldiers. But it was not so easy to do, alone in my enemy's house, when at the least suspicion of me they had broken me on the wheel."

"That is the rub!" Mayenne cried violently. "That is the trouble with all of you. You think more of the safety of your own skins than of accomplishing your work. Mordieu! where should I be today—where would the Cause be— if my first care was my own peril?"

"Then that is where we differ, uncle," Lucas answered with a cold sneer. "You are, it is well known, a patriot, toiling for the Church and the King of Spain, with never a thought for the welfare of Charles of Lorraine, Lord of Mayenne. But I, Paul of Lorraine, your humble nephew, lord of my brain and hands, freely admit that I am toiling for no one but the aforesaid Paul of Lorraine. I should find it most inconvenient to get on without a head on my shoulders, and I shall do my best to keep it there."

"You need not tell me that; I know it well enough," Mayenne answered. "You are each for himself, none for me. At the same time, Paul, you will do well to remember that your interest is to forward my interest."

"To the full, monsieur. And I shall kill you St. Quentin yet. You need not call me a coward; I am working for a dearer stake than any man in your ranks."

"Well," Mayenne rejoined, "get on with your tale."

Lucas went on, Mayenne listening quietly, with no further word of blame. He moved not so much as an eyelid till Lucas told of M. le Duc's departure, when he flung himself forward in his chair with a sharp oath.

"What! by daylight?"

"Aye. He was afraid, after this discovery, of being set on at night."

"He went out in broad day?"

"So Vigo said. I saw him not," Lucas answered with something of his old nonchalance.

"Mille tonnerres du diable!" Mayenne shouted. "If this is true, if he got out in broad day, I'll have the head of the traitor that let him. I'll nail it over his own gate."

"It is not worth your fret, monsieur," Lucas said lightly. "If you did, how long would it avail? Souvent homme trahie; that is the only fixed fact about him. If they pass St. Quentin today, they will pass some one else tomorrow, and some one else still the day after."

Mayenne looked at him, half angry, half startled into some deeper emotion at this deft twisting of his own words.

"Souvent homme trahie,
Mal habile qui s'y fie,"

he repeated musingly. He might have been saying over the motto of the house of Lorraine. For the Gunse's believed in no man's good faith, as no man believed in theirs.

"Souvent homme trahie," Mayenne said again, as if in the words he recognized a bitter verity. And that is as true as King Francis' version. I suppose you will be the next, Paul."

"When I give up hope of Lorance," Lucas said bluntly.

I caught myself suddenly pitying the two of them: Mayenne, because, for all his power and splendor and rank next to a king's and ability second to none, he dared trust no man—not the son of his body, not his brother. He had made his own hell and dwelt in it, and there was no need to wish him any ill. And Lucas, perjured traitor, was farther from the goal of his desire than if we had slain him in the Rue Coupejarrets.

"What next? It appears you escaped the redoubted Vigo," Mayenne went on in his every-day tone; and the vision faded, and I saw him once more as the greatest noble and greatest scoundrel in France, and feared and hated him, and Lucas too, as the betrayer of my dear lord Etienne.

"Trust me for that."

"Then came you here?"

"Not at once. I tracked Mar and this Broux to Mar's old lodgings at the Three Lanterns. When I had dogged them to the door I came here and worked upon Lorance to write Mar a letter commanding his presence. For I thought that the night was yet young and tomorrow he might be out of my reach. Well, it appears that he had not the courage to come but he sent the boy. I was not sorry. I thought I could settle him more quietly at the inn. The boy went back once and almost ran into me in the court, but he did not see me. I entered and asked for lodgings; but the fat old fool of a host put me through the catechism like an inquisitor, and finally declared the inn was full. I said I would take a garret; but it was no use. Out I must trudge. I did, and paid two men to get into a brawl in front of the house, that the inn people might run out to look. But instead they locked the gate and put up the shutters in the cabaret."

Mayenne burst out laughing.

"It was not your night, Paul."

"No," said Lucas, shortly.

"And what then? It did not take you till three o'clock to be put out of the inn."

"No," Lucas answered; "I spoke to you of the varlet Pontou with whom Grammont had quarreled. He had shut him up in a closet of the house in the Rue Coupejarrets. After the fight in the court we all went our ways, forgetting him. So I paid the house a visit; I was afraid some one else might find him and he might tell tales."

"And will he tell tales?"

"No," said Lucas, "he will tell no tales."

"How about your spy in the Hotel St. Quentin?"

"Martin, the clerk? Oh, I warned him off before I left," Lucas said easily. "He will lie perdu till we want him again. And Grammont, you see, is dead too. There is no direct witness to the thing but the boy Broux."

"That's as good as to say there is none," Mayenne answered; "for I have the boy."

(To be Continued.)

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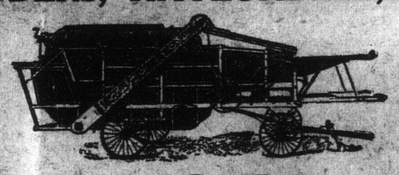

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Captain G.C. Ap
Hero

Led his Ch
Fainting Hold

More at home on the rolli
on a ship than on a velve
Captain Apfeld blushed and
during his visit
Buckingham House.

Tall, broad-chested, bew
with round cheeks that wou
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He was a curious contras
President and the young au
at luncheon with him.

In deference to Captain
modesty, little was said on
casion of his heroic deeds.
deed, has he enjoyed tal
them.

Even after he had saved
people on board his ship, th
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off Holyhead four years ago
sacrificed his fortune of $10
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hope of recovery was pinne
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Before he departed from h
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channels.

"No," he is said to have
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new world.

The dramatic situation tha
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liner Harmonides at night an
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This passenger did not real
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with the officers and crew
trying to save them.

It was the captain's duty
that all were saved. Accord
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the sinking vessel, making
that every one else has been
way ahead of him.

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A Real Hero of the Sea

Capt. Apfeld Honored by Two Kings and a President

Captain G.C. Apfeld, Hero

In 28 Minutes He Rescued All from the Sinking Waesland

Led his Crew into the Flaming Hold of the Noordland

Four Days on the Bridge without Sleep

More at home on the rolling decks of the ship than on a velvet carpet, Captain Apfeld blushed and shifted uneasily during his visit to the White House.

Tall, broad-chested, bewhiskered, with round cheeks that would have shone red enough without the blushes, he was a curious contrast to the President and the young author who sat at luncheon with him.

In deference to Captain Apfeld's modesty, little was said on this occasion of his heroic deeds. Never, indeed, has he enjoyed talking of them.

Even after he had saved the 300 people on board his ship, the Waesland, when it sank after a collision off Holyhead four years ago, and he sacrificed his fortune of $10,000 to Neptune rather than lose a passenger's life, he has refused to speak for himself, leaving the tale of his heroism to others.

On that ill-fated trip of the Waesland Captain Apfeld carried in a leather wallet his life's savings, with which he hoped to buy a home near New York for his invalid wife, whose hope of recovery was pinned to a change from the damp air of Antwerp.

Before he departed from home on the ill-fated trip his wife suggested that he forward the money to New York through the usual financial channels.

"No," he is said to have replied, "I will carry it with me. Banks frequently go to smash in a week; in my stateroom the gold will be perfectly safe." And so the grizzled mariner sailed, carrying with him the savings of a lifetime, to be invested in a home for the invalid wife in the new world.

The dramatic situation that ensued when the Waesland was struck by the liner Harmonides at night and began to sink needs no touch of fiction to complete its fearful realism.

One of the passengers on the doomed ship, speaking, later, of his experiences, said: "When I arrived on deck, after the crash, the confusion was very great, but there was no panic, and women and children were being lowered rapidly into the boats. The officers were behaving very calmly and courageously, and much credit is to be given to them."

This passenger did not realize, however, the terrific strain upon the captain in an emergency like this. Those on board had only to obey orders, to get into the boats, as directed, and to interfere as little as possible with the officers and crew who were trying to save them.

It was the captain's duty to see that all were saved. According to marine ethics and regulations, he must always be the last to abandon the sinking vessel, making certain that every one else has been sent away ahead of him.

Almost as soon as the bow of the Harmonides had crashed into the side of the Waesland, Captain Apfeld was directing operations on deck.

A short distance away the colliding vessel lay, her screw even yet churning in its wild reverse to draw away, and its officers and crew hanging over the bows to ascertain the damage done to their own vessel.

Upon his ship, Captain Apfeld confronted a pandemonium of terror. Steerage passengers were clamoring in fright, cabin passengers were dashing on deck in all stages of undress, rushing here and there in search of safety.

A glance over the side told the veteran captain that his ship was doomed. Another glance along the deck made known the fact that only the firmest discipline and the most expeditious work could save the lives intrusted to his care.

Quickly he ordered the boat crews into position; sent stewards and stewardesses among the panic-stricken passengers to calm them and marshal all in order to the boats.

It was time for desperate haste, as the Waesland was steadily, rapidly sinking, and yet a time for the coolness that marks the most deliberate purpose.

Like the emperor of a universe, Captain Apfeld stood on deck, thundering his orders, dispatching boatload after boatload of passengers, soothing the terrified, restraining the frenzied by main force from leaping overboard or plunging headlong into already loaded boats.

Never once did this grizzled mariner's nerve leave him; never once did he relax the firm of discipline that grasped every detail of the work of rescue and directed every movement.

Some distance away, in the enveloping folds of the fog, the Harmonides, as yet scarcely sure of her own safety. The eagle eye of the captain saw her, but few of the passengers did, and they fancied before them long hours of hardships in small boats, such as they had often read of in tales of shipwreck and marine disaster.

But the main duty at hand was to get the struggling mass of terrified human beings into the boats. In the mad rush a little girl was pushed overboard and drowned; this seemed to frenzy many of the remaining passengers, especially those of the steerage.

Another child, strangely calm, was attempting to adjust a life preserver. The strings seeming to be short, she asked a man—a great hulking creature—to assist her. Instead he snatched the preserver from the child and placed it upon himself.

In the midst of all this confusion and terror Captain Apfeld was almost supernaturally calm. By voice, example, and even physical force when necessary, he directed the filling of the lifeboats and hurried on the work of rescue.

One reader of Mr. Payne's story of the wreck, who was especially impressed, was a wealthy New York merchant. He was so concerned over the loss of the Captain's fortune that he stated that if the story were true he would be glad to give the hero the $10,000, or to buy him a home in this country so that he could carry out his hopes.

Since then, however, Captain Apfeld's wife has died at Antwerp, and his hope of establishing for her a home on this side the Atlantic has dissolved.

Captain Apfeld's "broken flower," his Flora, did not bemoan the loss of their money, but remained the same patient, saintly wife that she had been before the loss of the Waesland on March 6, 1902.

The cold fact, developed by official inquiry, is that Captain Apfeld restrained the frightened crowd, had all boats safely launched and saved all on board—excepting a man who jumped overboard and broke his head, and a child who was pushed from a boat in the rush. In the incredibly short time of twenty-eight minutes all on the Waesland were saved.

The deed was rewarded by King Leopold of Belgium with the knighthood of the Order of Leopold. Later, the Captain was awarded a gold medal by the Royal Life Saving Society of Belgium.

It was on April 14, 1905, that the American Line steamship Friesland, Captain Apfeld in command, caught fire a thousand miles from the Delaware Capes, in voyage from Liverpool with 114 cabin and 638 steerage passengers for Philadelphia.

With the cry, "Come on, men, there's work to be done!" he seized a hose and swung himself into the fiery furnace, fed by bales of cotton and barrels of resin, paraffine and wax. In an hour the fire was conquered.

Not a life was lost, although Captain Apfeld and the brave men who followed him had their faces and hands and limbs blistered, and the captain's luxurious hair and beard were singed close.

Resolutions of thanks were signed by the passengers, and this perfunctory honor was followed by the diploma of the Royal Humane Society of England, awarded personally by King Edward VII.

Many men become heroes in the face of sudden emergency, and aflame with inspiration, do things from which, in cooler moments, perhaps, they would shink.

Not such a hero is Apfeld, but one of the sustaining kind—a man of iron will, a constitution of steel and a sense of duty nothing short of adamantine.

Such a type of heroism did he evince on the Friesland in November, 1903, when with a big cargo, a crew of 148 men and 280 passengers, she was bound from Liverpool to Philadelphia.

Overwhelmed by a fog that defied the keenest eyes, Captain Apfeld stuck to the bridge of his big ship for 107 hours—five days and four nights—without a wink of sleep.

"I'll stay here till it's over," he said to the executive officer, mounting the bridge. And he did.

Two days passed, and still the fog. Sleep fought with duty. "It must lift soon," consoled the captain to himself. But it didn't. On Thursday the officers begged the captain to snatch a wink of sleep.

"These lives are in my care and I shall be responsible for them," was his stoical reply. When, that night, the desire to sleep grew almost irresistible, Apfeld cried, "Coffee; bring me coffee! I must stay awake."

It was late on the fifth afternoon when some one shouted, "The sun! The sun!" Relaxing his strong vigil, the Captain said, "It is good," and the next minute he had flung himself on his bunk.

Typical of the other side of his nature—the woman's side—is a little incident that is told of him. After gruffly berating his cabin boy on the first day of a voyage, and watching him fiercely as he shrank out of the doorway, the gruff captain's heart softened, and he said:

"Veit, I tells you. How is your mudder, boy? She was pretty sick last voyage, you tells me."

However successfully disguised—and he tries his best to hide it—this softer side of Apfeld's nature is ever present.

When the Noordland, from Philadelphia to Paris, was making fast speed in order that her passengers might spend Christmas day, 1903, at home, a vessel in distress was sighted seven miles to southward. Forgetting about the Christmas day to come, Captain Apfeld commanded that a lifeboat should go to the ship in distress.

It proved to be the Unique, of Nova Scotia, and the crew were starving, having eaten nothing in four days, during which time the vessel had been driven out of its course. Fuel and provisions were given by Captain Apfeld, and the Noordland went on her way almost a day late, but followed by the Christmas blessings of the saved crew.

Captain Apfeld counts twenty-five years of service an the International Merchant Marine Company's line, which he entered in 1894, he was successively master of the Switzerland, Waesland, Noordland, Westernland, Friesland, and, finally, the Finland.

HOW HE WON THE MARATHON RACE AND A FORTUNE

Sherring in the Triumphal Procession at Toronto.

Sherring Winning the Marathon Race.

W. P. Sherring

"Two months before the great Olympic games I arrived in Greece," said Mr. Sherring, telling of his feat in mastering the world's fleetest runners.

"I had no manager, no trainer, no assistant, but trained myself, living during that time on goat's meat and lamb.

"On most of the days the thermometer stood about 80 degrees, and on the day of the race it felt to me like 90. Steadily I kept at my training, following simple rules that appealed to my judgment and watching the other fellows enjoying the advantages of trainers, pacers and the like. The night before the race I slept on a floor.

"It was the toughest race I was ever in. Fifty-eight of us started. At the beginning eight broke away very fast, and went well into the lead. I felt it was too fast to keep up, so I did not stay with them.

"The roads were pretty even for the first few miles, but we ran in a scorching sun, with the dust six inches deep and a strong wind blowing in our faces.

"I jogged along, going easy and keeping my strength for the difficult hills I knew we would encounter toward the end. When we had covered ten miles, Blake, who seemed the most dangerous, was half a mile ahead of me. Then he showed signs of distress, and I knew I had him beaten.

"Daly, the Australian, was going behind him; Cormack, the Irishman, was third; Regnault was fourth, and I was fifth. I passed Blake finally after running twelve miles. Going by, I stopped, shook hands with him and said: 'Good-bye, old man; sorry to leave you.'

"At fifteen miles I looked back the road for a mile and a half, and I could not see a soul. At eighteen miles out I was quite a bit ahead, and I thought there was no use in killing myself, so I stopped running and walked a quarter of a mile.

"I did not have to walk; I could have kept the pace up all day; in fact, I feel I could have run the race seven minutes faster if I had tried.

"Prince George of Greece ran with me at the end of the race."

FAITHFUL TRAINING WINS.

"What advice would you give aspiring young athletes who may desire to duplicate your achievement?" Sherring was asked.

"Those who hope to win must go to work with that determination that brings success in every walk of life," responded the champion runner.

"Faithful training is, of course, of first importance. The runner should go to bed early and abstain from all intoxicating liquors. If any young man has athletic ability and observes these very simple rules, success is assured in the end."

That Sherring followed the rules laid down by himself is attested by the other athletes who took part in the various events in the Olympic games. He depended entirely upon his speed, stamina and judgment.

He was probably the smallest man in the race, standing only 5 feet 7 inches. Dressed for action, Sherring is seen to be lithe of limbs and as clean cut as a thoroughbred. He has long legs, and runs with an easy, graceful stride.

Sherring weighed 112 pounds when he showed his heels to the finest long-distance athletes the world produced. He has no affectations or mannerisms; is cool, not mock-modest or unduly elated over his triumph, although he appreciates the importance of his victory.

Well-poised, alert and businesslike, Sherring impresses one as possessing sufficient self-reliance to win his way. Only once upon the entire trip was he dejected, and that, strangely enough, was upon nearing the shores of home, returning from his victory.

He had left Hamilton about the end of February, and had been at the scene of athletic battle ever since early March. Sherring's occupation was that of a railroad gateman and brakeman, and he was not well provided with money. It was by drawing his scanty savings and through the aid of friends that he got together sufficient to make the trip.

That he had none too much is shown by the fact that, although he had lived frugally, when he reached New York on his return he had only $5 in his pocket and no ticket to his home in Canada.

This caused him, he said, to feel very much "down in the mouth." Memory of his triumph faded before the peremptory demands of the present.

It was an immense relief when he saw waiting for him upon the steamship pier a number of friends from his native town.

Since then he has encountered the good fortune that attends the conquering hero. The King of Greece has sent him sufficient money to repay all his training expenses, and has also forwarded to him a handsome statue of the ancient Greek goddess Minerva.

A large statue of Hermes, a gift from the people of Greece, is also on its way to his home.

Public and private testimonials to the runner have amounted to more than $7,000.

The citizens of Hamilton contributed $3,600 to a purse, which was among the earliest presented. From the Ottawa government came an appropriation of $500; from the City Council of Hamilton another of equal amount; the people of Toronto gave $400, and the Toronto baseball club contributed $1,270.

The Canadian Government declined to make any cash grant to the Sherring fund, but, instead, gave him a position in the Hamilton custom house, with an initial salary of $60 a month.

This salary will increase with promotions, if Sherring proves as good a governement official as he is a runner.

All this is great good fortune to the man who as a railroad brakeman and gateman earned a salary of $35 to $40 a month.

Money is still coming in to swell the testimonial fund. When the returns are all in, Sherring will look about for a suitable investment.

Sherring is unmarried and of sober habits, the extent of his "indulging" being a good cigar, preferring a large one. He is an only son of Mr. and Mrs. John Sherring, humble and rather poor people.

A more devoted son parents never had. The white-haired father greeted the son with great affection on his return.

Sherring is one of a coterie of long-distance runners who have made Hamilton noted throughout America, and he had now spread her fame throughout the world. He has been running since 1896, when he made his debut in a five-mile event at Bartonville county fair and finished fourth.

He ran in several short-distance events, but he did not become prominent until he participated in a road race, in 1897, when he finished third in a big field of starters. After that he began to be looked upon as a comer.

One of the greatest races in which he ever ran was one in 1899. That year Jack Caffery was a slight favorite over Sherring, but the latter won after a desperate struggle, beating Caffery by 1 minute 17 seconds. He was twice beaten by Caffery in 1900.

PICTURES OF WAR

NO 18.

THIRTEEN RUSSIAN ROUBLES

The Tale of the Fate of Kim Seung Pok, a Patriot of Korea—An Incident of River Fighting by Scouts in the Yalu.

J. GORDON SMITH

KIM SEUNG POK was a patriot; and he had a poor opinion of the Japanese, and even poorer of the Russians. These outer barbarians had begun to war in his country, and the land of the Morning Calm was filled with soldiers. There had been a big killing and sinking of ships at Chemulpo, and steamer after steamer brought soldiers to Chinnampo to spill them in Korea in thousands; Cossacks had fought at Chonju castle and fled northward—and he was employed by the island barbarians because of his strength, to carry four mats of rice to the north. He would have as readily carried a load for the Russians; but they had fled to the north, beyond the Yalu, and men who run from small Japanese who cannot even write a classical character aright, who make cross-strokes and down-strokes and dots so poorly and without scholarship, must be persons unworthy of respect.

We journed together one spring morning on the great trunk road. Kim toiling with four matted sacks strapped on his pack-frame tied to his back with a staff in his hand that stirred the dust, and I on a small, but weary Korean pony that was easily fed; it would make a meal from the edge of a thatch, and many a roof had its eaves trimmed in line with the wattle wall before we reached the sands of the Yula near Wiju.

Kim Seung Pok was seated on a boulder at the edge of a wayside shrine on the Peking highway having slid himself under from the heavy pack he carried on a timber frame; He was a straggler who had lingered behind the long line of white-bloused Korean laborers when the Japanese commissariat men urged them northward. He was one of thousands of white-clad Koreans who toiled for the Japanese for the magnificent wage of ten cents a day. He had been staggering for eight days over the great trunk road through village after village and under vaulted gates where crowds of unkept Koreans, whose garments showed grey with dirt thougn they once were white, leaned over the edge of the senile cranelated city walls to watch the collies plodding after the army of the island barbarians. From the city walls the phlegmatic Koreans had watched the long lines wind from the South over the brown hills, across the yellow plans and the silvery rivers, marching regiments procession of little carts bearing ammunition and foodstuffs, battery after battery, with sleepy gunners rocked on the timbers of the long-barreled Arisaka guns that might have been called Krupps so close did they resemble the copy, caisson-carts lurching from rut to rut with swaying artillerymen clinging to the handrails, long-drawn out cavalcades of cavalry and thousands of mounted soldiery, were all winding like a never-ending dragon from the dull blue of the hills to the South.

Kim had filled his little brass-bowled pipe—it held little more than three good puffs—with my tobacco,and I sat beside him to rest; my pony could reach the wayside millet from where I had tied him,irreverently, to the roadside shrine He puffed smoke into my face without regard to the politeness and expectorated into deep dust of the road.

For centuries the annual embassy that bore tribute from the Imperial vassal at Seoul to the Ruler of Heaven at Peking marched with its chairs and palanquins pack-horses, and human freighters over this highway through Sunto and Ping-An and Ai-Chiu across the Yalu, and through Manchuria over the Heavenly-Reaching pass by way of Mukden en route to Peking.

It is an ancient road and hilly; grading is as unknown as macadam. In summer the roadbed is of deep dust; in winter it is a slough of mud. The road is narrow, and the ruts deep; and farmers have cut trenches at right angles to the road to keep carters to the ruts of the ancient ruts. Bridges are few, some small curved stone arches over streams; the rivers are crossed by way of fords.

For days Kim Seung Pok had counted ri after ri, plodding behind the other coolies with his load; he knew the grinning effigies of the "chang-sung" from Chinnapo north. Until a scholar told me I thought these idol-like effigies were the "gods of the road"; but they were mile-stones of the way, each distance-mark being a carved head set on a little mound. Kim could have told me the tale of these things as we sat on the Peking highway, watching the crowds lurch by in the pitiless sunlight, had we a common language.

In the old days, it seems, Chang-sung, a farmer, killed his servant and wife. He was decapitated for killing the servant; as the scholar explained to me he had a perfect right to kill his wife if he wanted to sacrifice his property, for he had paid for her. The executioner set his head on a small mound by the roadside, and tradition, which is not always reliable, says his head was exposed on mound after mound at the edge of the roadway. Since all distance-mounds have been decorated with carved effigies of the old-time murderer, and have been known as "chang-sung."

Kim was happy as he rested by the roadside; he was thinking that sundown would see him at the home village, and he would have riches, as much as eighty cents, because of his labors.

We sat, smoking in silence, for some time, watching the life of the trunk road, now frequented less than usual because of the invasion. There were straggling soldiers, pack drivers dragging lamed beasts that had lagged from the pack-trains, toy-like little military carts, that were soon abandoned beyond the Yalu in favor of the lumbering bullock-carts of China, with laughing soldiery jolting on the frame with two or more cases of ammunition. There were pompous functionaries, intendants, head-men of villages, and magistrates, big men with the eternal white garb and with umbrella hats shading them as they rode past noisily, with noisy attendants, all with clusters of small bells jangling under the saddle-girths of their ponies. These officials bustled the native wayfarers aside to the edge of the road; they stared patronizingly at the Japanese, but did not seek to hinder their way. Pilgrims, with odd packs on their backs, jogged on the way, leaning on staffs bound to some hill shrine or holy mountain to pray on behalf of those whose proxies they held because of the money that was given them; women traveled through the dust bound to some village temple to pray to the gods for off-spring or other favors. Women with bundles of faggots almost hiding them, coolies with great loads piled high on their backs, strolling mountebanks and singers, with samisens in their hands, merchants with pack-animals laden with their wares, an ox laden with brushwood and led by an old woman bent almost double; beggars in groups, many leprous and as filthy as can be imagined—these were some of the travelers of the great trunk road. At times they were all swept aside to make way for more batteries and marching regiments gay with blue-bordered rising-sun flags that would later be frayed in the turmoil of a hundred fights. Emaciated corpses of beggars who had starved lay uncared for by the roadway, rotting in the sweltering sun. No one cared to bury these unfortunates. The life of the highway has no thought for the dead. Its people are a listless, characterless and unwashed people, large in stature—the little Japanese could walk under the arms of the big Koreans who saunter past them, staring with cheeky curiosity, ever with pipe in hand. Yet if the little soldier lifted his finger, the way would be cleared. A filthy, decadent race of self-sufficient people with garments of muddy-colored white, corrupt and unwashed, the sole idea of the Korean is to become adept in the letters Confucius taught, if they have learning at all beyond the knowledge that two crotch sticks and the straw rope are all that is necessary to fit them for citizenship in this land of burden-bearers, where horses are misunderstood and men are the horses of the land.

At nightfall we reached Wiju. Kim threw off his "chikai" and rubbed his shoulders where they were callous because of the chafing of the straw-padded loops. The bustling little commissariat officer gave him his pay, and he sauntered off to the village, while I rode away to the camp of my friends. The good-humored and easy-going Kim had been an interesting companion; how much more so had he been able to talk to me, a big-nose from over the seas whose education had been so neglected that a simple Chinese character with loose down-stroke more careless than a Japanese would make was not understood.

There was no moon and the river was black. The junk moored near the edge could not be seen. A sampan was drawn up on the sand and from it came three Russians. They stood for a moment, listening intently; then they caught the sound of footsteps on the river bank. The three men unslung their carbines and stared into the darkness. Soon they saw that but one man was approaching, and they waited; they did not dare to fire their carbines unless in extreme urgency, for the shots would have awakened the Japanese sentries of the camp not far away.

The three men were scouts. They had impressed a Korean junk at Antung and crossed the river, taking advantage of the darkness of the night to endeavor to learn the plans of the Japanese for the crossing of the Yalu. The army had been gathering for weeks, and yesterday the heathens' guns had answered the batteries that had bombarded Wiju. Could they learn the plans of the heathen it would mean promotion, probably a cross of Stainislaus, perhaps of St. George and the commendation of Zazzulitch.

They cursed under their breath at the slow-coming stranger, walking toward them; they wanted to reconnoitre and get away across the river again, instead of hiding from a wanderer.

Meanwhile Kim Seung Pok walked on the beach, puffing his pipe. When the three jumped upon him and pinioned him in the sand he buried his face, and thought that the bad spirits of the river had him; he was a fool to dare them by walking from the village at night. But the houses were filled with soldiers from Japan, and he had been forced out to wander or to sleep in the sands at the river bank.

Kim was frightened when they carried him on board the junk. He cowered down with chattering teeth, and answered stutteringly the questions Lieutenant Ogorodinoff asked him in halting Korean.

"Yes, he could sail a junk," he said. "The Japanese were camped along the Yalu below Wiju. He could sail past their camp—fishermen did so constantly. Yes, he would bring the junk down below the islands, and at the further edge of the Russian camp."

In his fright Kim never forgot the main chance. How much would they pay for this service?

"Ten roubles; half at once; more if the project were successful," said Ogorodinoff.

Kim grasped the tiller and tended the sheet of the lateen sail. The sampan had been lifted inboard, and the junk's sails were soon filled. Soon, despite the darkness, they all began to make out the darker lines of the shore and the dull black of the mid-river islands. The tide was ebbing, and there was a fair wind; the junk was making a good six knots as she sailed up-river. If she struck one of the many sand-dunes their fate was sealed. They would remain fast until daylight, and when the Russians were seen they would be riddled with bullets fired by the Imperial guards.

The Russians constantly threatened the unfortunate Kim with their revolvers, and, as his teeth chattered with the fright he felt, he wondered whether it would not be better to be shot at once by the lientenant's revolver, or wait until Japanese rifles did the killing. The Russians were not thinking as he did; they were scanning the shore-line with their night-glasses, whispering to each other. One was busy noting the things the lieutenant whispered in a small note-book. Another made rough maps, resting his paper on the gunwale of the junk.

Kim fingered the five roubles they had given him, and was worried with conflicting emotions. Fear was uppermost. When he saw the silhouette of another junk sweeping up-river, not far ahead, he would have let go the tiller had the lieutenant not struck him with his scabbard, muttering an oath not understood. The lieutenant stood beside Kim as he swung the tiller over and they made a wide detour out from the southern side of the river. They would avoid, if possible, the other junk with lateen sail similar to their own. They did not know that it was carrying four Russian scouts on a similar errand to their own.

A long bank jutted out into the stream, and behind it they saw another junk. Kim saw it first, and he let go the tiller. Then the lieutenanh lost his temper, muttering imprecations, he belabored the unfortunate Kim and elapped a heavy, beefy hand on the Korean's mouth when he started to make outcry because of his hurts.

It was this thing that had weighed down the balance in Kim's mind. He had been turning the thing over. Ought he to serve these barbarians, or the island barbarians? True, there were the riches to be gained. But, on the other hand, the island barbarians were driving these others from the home land. Patriotism to Korea demanded that he assist these undersized island barbarians. The beating with the seabbard decided him. He would await his opportunity and then run away to warn the island barbarians.

The opportunity to decamp came when the Russians were engaged with the jibbing of the lateen sail and in getting the tiller round after Kim had let go. He jumped overboard and struck out for the jutting sand-dune. As he swam he expected to hear the noise of the revolvers of the Russians, or the crack of the carbines; but, he thought, when he did not hear the smack of the weapons, they did not dare fire because of the fear of startling the Japanese. He had not thought of that before. With the strength born of his outdoor life as a pack coolie, Kim swam with ease, and the junk, wabbling as it rounded the dune, continued up-river.

Some Japanese scouts had taken possession of the junk of a Korean fisherman, and the sleeping crew was awakened. They had seen the junk sailing up-river in the night, followed by another, and junks of Korean fishermen do not sail up rivers with such sand-dunes as those of the Yalu on nights when the moon does not shine. It was a matter for investigation.

This was why the sleepy fishermen rubbed their eyes and looked with fright upon the four undersized soldiers who had seized the junk without considering that it held nine fishermen.

It was early morning when these things were happening. The bivouac fires of the sleeping camp showed like glow-worms in the distance, and the faraway paper windows of Wiju reflected the torches of fish-oil burned inside the lanterns. An occasional boom told of the random bombardment of the enemy's guns, dropping shells into Wiju just as a reminder that they were emplaced across the river on the crest of Homatun.

Kim shivered with fright as he heard the booming guns while he shook his clothing, whiter than it had been for some time, and started across the sand-dune.

The Japanese heard his steady patter on the sand, and listened. Then a rifle cracked. Kim fell as a dead man on the sand. Some of the Japanese who went to investigate found him cowerng there, unhurt, but very frightened.

In jerks—he was so frightened and his nerves were so unstrung by reason of his experience that he could hardly speak—Kim Seung Pok told the scouts that he was a patriot and had swam ashore from the junk on which the barbarians were, to tell of the coming of the barbarians.

The Japanese had to help the shivering Kim to the fisherman's junk and he sank in a heap on the deck when the vessel was sheered off into the stream. The junk of the Russians was nowhere in sight. The junk was sheered further into the mid-stream, the fisherman clinging to the tiller and straining his eyes.

Up river, where the great white mountain marks the source of Yalu, streaks of light were showing, for dawn was near. Then, sailing out from the edge of the great camp where the Senadi division was hidden beyond the foothills, all, Japanehe and Koreans, made out the junks clearly. There were two of them, one behind the other, hurrying across the river.

They must cut them off before the Russians escaped. What fortune for them to have such opportunity.

The coppers thrown on the matting of the Temple of Hachiman had brought fortune, thought the brown lieutenant, and he smiled with satisfaction as he saw his companions smiling.

The Koreans were impassive. If these barbarians wanted to fight, well—they couldn't stop them from fighting. They could only cower down in the waist of the junk and shelter from the bullets.

Some jumped overboard. Kim would have done so, but he saw the Japanese riddle the two who sprang into the river with revolver bullets.

The sight of the junks did not fill him with joy, though, as it did the Japanese. He was trembling with abject fright. The Japanese thrilled with pleasure at the prospect—the chance of a sea-fight on the swift-running waters of the Yalu.

Nearer and nearer were the junks, and then, with joy, the Japanese saw that sand-dunes at the mouth of the tributary Ai river threatened the course of the Russian junks. They must run ashore, or sheer backward and fight. They would fight. Yes, it were better to fight than be wrecked on the dunes and submit without response to the rifle fire that would surely follow.

From the mast of the junk fluttered a rising sun flag. One of the Japanese had unwound it from his waist and drove it to the halyards so that it fluttered above the lateen sail of the junk.

In the east the morning sun was reddening the white slopes of the ice-covered top of the Great White Mountain.

The range was not more than 500 yards and the crack of the small-bore rifles of the Japanese and the carbines of the Russians sounded almost simultaneously. The Russian shots ripped through the sail, whizzed overhead, and cut with a whacking thud into the planks of the high prow. The lieutenant, with one hand on the tiller, the other holding his glasses, directed the return fire, and the three Murata rifles cracked deliberately. Round followed round, and the Koreans huddled in the waist of the vessel, Kim was cowering down behind the little hatch-combing.

The Russians had swung about and were running down the river, steering to the north side, and the Japanese junk followed. Suddenly, as the rearmost junk was staggering outward lurching to the hurried swing of her tiller, she struck and trembled violently; her fate was obvious. She had struck one of the far-reaching sand-dunes and stranded.

The company on board—four in all there were— sprang overboard and swam and waded, making for the mid-river islands where Russian soldiers still held the fishing villages. One of the Japanese fired at the swimmers, but the lieutenant struck up his rifle. They would not kill the swimmers.

The fire of the leading junk was ragged. The three Russians on board seemed to be giving more attention to sailing the junk from pursuit than to returning the steady fire of the enemy on the pursuing vessel.

Lieutenant Shiratori determined to have that junk. He shouted in Korean to the frightened fishermen and with imprecations and flourishes of a revolver induced three of them to man the big stern-sweep, though this necessitated them standing high on the lofty stern. Steadily the junk of the Russians was overhauled, and the Russian lieutenant noted the distance lessening between his junk and the pursuing craft.

He could not get away. He stood upon his course until well abreast of the mid-river islands where the river widens below Wiju and then he turned the junk shoreward.

The smaller vessel was overhauling his craft rapidly when he put the helm hard over and the junk soon shivered in the sand where the river shallowed. The three Russians sprang overboard and waded, holding their carbines above them.

Resting their Muratas on the gunwale of the junk the Japanese picked them off as though they were at target practice on the range at Omori. Two corpses soon drifted out and sailed rapidly down stream; the survivor made his way ashore, holding his wounded arm where blood flowed freely from a furrow.

The Japanese put over the fishermen's sampan and in this Lieutenant Shiratori and a companion went on board the stranded junk. On the deck they found two note-books and several maps. There was also a sack of roubles.

Some of these the lieutenant gave to Kim Seung Pok, also the maps for they were valueless as they were to Kim. But Kim had showed himself a patriot, and he had more riches than he had ever dreamed of.

Kim Seung Pok made his way to his home village, proud in the possession of his riches. He planned the purchase of a junk until he realised that a junk could not be purchased for thirteen roubles and a little piece of paper with such strange writing on it, a talisman perhaps. It must be of some value, though, for the lieutenant had given it to him with the roubles to reward him fortelling of the barbarians on the junk.

Would he buy a wife? She could work for him and bear him children. Yes, she could till land if he rented several irang from the village headman; he would plant rice and sit in his hut and smoke. Perhaps he could get learning from the priests at the hill temple.

Kim had never had as much money as he had now. He did not know what to do with his riches. As he thought of the terrible night he was satisfied. Its horrors were gone, and he held thirteen Russian roubles, which could be changed for enough cash to load several horses.

Kim's cousin opened his eyes wide when Kim told of his good fortune. Then the cousin ran out to tell the neighbors. Creditors followed, wanting small payments, and Kim put them off, telling them to whom he was indebted to wait until he changed the money.

He held a levee all morning. At noon two Japanese gendarmes broke into the hut without ceremony and dragged him away to the camp of the Japanese army outside Wiju.

Some envious neighbors had carried news to the gendarmes that Kim had been away on the Yalu and come back rich with Russian money.

The court-martial decided quickly. There could be no doubt, according to the little spectacled Japanese captain, but that Kim Seung Pok was a Russian spy.

The evidence was plain. He had left the village after nightfall, went on the Yalu, probably across to the Russian camp and had returned with thirteen roubles and a map of the Yalu's shores near Wiju.

But why had he brought that map back?

Skigata-ga-ni, muttered the Japanese captain, the evidence of the Russian roubles was strong enough.

Kim was ordered to be shot. They led him out to the sand, where the patriot was tied to a wooden cross and his eyes were bandaged. A platoon riddled him with bullets and the Japanese buried him in a shallow grave at the edge of the Yalu below his home-village.

The little spectacled captain impounded the thirteen Russian roubles.

HAD A BAD LEG.

For twelve years I was a great sufferer from eczema on the inside of the leg. There was a raw patch of flesh about three inches square, and the itching was something fearful. Dr. Chase's Ointment completely cured me, took away the itching and healed up the sore."—Mr. Alex. McDougall, Postmaster, Broad Cove Marsh, N. S.

AGAIN MR. COLLINS.

Petitions Another California Judge Seeking His Liberty.

Justice Lorigan of the supreme court yesterday handed down a brief opinion on the petition of George D. Collins to be permitted to leave the County jail and attend to matters relating to his case at the county clerk's office, says the San Francisco Chronicle.

The petition had been addressed to Justice Lorigan personally, and because of that fact received scant courtesy, the justice holding that, irrespective of the merits of the case of the petitioner, the petition should have been presented to the supreme court as a body and not to any individual justice.

The further ground was taken that, inasmuch as action was pending on the same matter in the district court of appeals, the supreme court had no right to pass upon it until the case had been disposed of by the district court.

Collins appeared in Judge Troutt's court yesterday morning, arguing with his accustomed volubility on a motion to be admitted to bail. The testimony concerning Collins' health, already given by medical experts in habeas corpus proceedings before Judge Murasky, was admitted in evidence and the decision of the court reserved.

Work, Smiles and Chatter of Women

Written for the Sunday Colonist.

THE most popular piece of needlework this summer is a bit of Venetian embroidery.

Its popularity is due to the fact that it is rapid, dainty in its finished appearance, its suitability to sheer summer goods—and above all, to the fact that anybody can do the work well, who can "cat stitch" evenly and exactly.

The work is used on thin waists of muslin, organdie or lawn; is most pleasingly suitable for babies' bibs, bonnets or yokes; for centre pieces, doilies and pillows; or ninety-and-nine other dainty and useful articles dear to the feminine heart.

In working Venetian, or as it is more popularly known, shadow embroidery, the wrong side of the garment or article to be decorated, is held towards you. The pattern to be embroidered should be simple, conventional designs—or distinct and clear patterns of flowers and leaves—with graceful tendrils and vines.

The tendrils and vines are worked in outline stitch, and may be done on either side, as fancy prompts you. The figures are worked in Turkish cross stitch; or an improved, more exact Herring-bone stitch. It is really the "Herring-bone" known to all needlewomen, with this improvement that each stitch is taken close to the preceding one, so that the cross lines meet in even V's on the outlines of your stamped pattern; while the effect on the other side of the work—which is the right side of the finished work—is an even line of small back stitches, outlining the figures.

Now, have I made it clear?—that your pattern is stamped on the wrong side of your work; and that, on this side, you work; herring-boning each pedal or pattern, in small close stitches, following closely the outline of the pattern, placing your needle exactly, in, first the upper, then the lower line of the pattern, the length of the bars varying with the curve of the pattern. When a pattern is filled with cross bars, weave back and forth lengthwise of the pattern a few times, to insure the holding of the stitches in place, when laundering time comes—as it must come to all things white. This cross stitching should be done with silk or filo, as heavy as your material will permit. The weaving may be done with linen, to economize silk; but leave the thread loose, as in darning, to allow for shrinkage. Sometimes the embroidery is done in colored wash silks, on white. This too, is very pleasing, when the colors chosen are delicate lavenders, pinks or blues. The embroidery is given a more finished appearance by working a row of tiny knots down the centre of each pattern of flower. Some too, give the work a raised appearance by cross stitching over a bit of wadding, cut to fit into the outlined patterns; thus padding the main figures. But on articles that must be soon, or frequently laundered, it is better to rely upon the cross stitches and the weaving for all raised effects, as the wadding will full up when wet.

Now if you have not yet tried this work—do not give up too easily—thinking written instructions are confusing. Take a first lesson with a clover leaf, or an ivy; outline it with lead pencil on a piece of lawn, and practice with coarse cotton or linen. You will be pleased at the rapidity with which the work may be done; and its really pretty effect. It does not take months to embroider a waist in shadow work; but is simply the result of one or two afternoon's work, done in some shady, cool retreat—out under the apple trees, perhaps; or under the maple down by the creek.

* * *

For those who find a piece of crochet work more acceptable and restful as "pick-up-work" than embroidery, I send this pretty yoke for a corset cover or chemise.

A corset cover could be made more elaborate by crocheting insertion to match the yoke, and setting in the fronts in V shape. In this case, crochet six pieces, of three different lengths, as required for the cover according to size and fullness; the two short pieces for the top V, the next for the V reaching from the bust to the yoke; and the longest pieces, from the waist line to the yoke.

Corset Cover Yoke.—Make chain as long as required for the width of the yoke, according to size. It is well to allow an inch or so extra in length of chain, as it takes up in working.

1. Make 11 doubles in 11 stitches, * chain 3, miss 3, 3 trebbles in next stitch, chain 3, miss 3, 23 doubles in next 23 stitches; repeat from * across, ending with 11 doubles, turn.

2. Chain 1, 9 doubles in 9 doubles, * miss two doubles, chain 3, 3 trebles in 1st of 3 trebles, chain 3, 3 trebles in last of same 3 trebles, chain 3, 19 doubles over 23 doubles, missing 1st 2, repeat from * across, ending with 9 doubles.

3. Chain 1, 7 doubles in 7 doubles, * chain 3, 3 trebles in 3 trebles, chain 3, 3 trebles in 2nd of 3 chain, chain 3, 3 trebles in 3 trebles, 15 doubles over 19 doubles, missing 1st and last 2, repeat from * across, ending with 7 doubles.

4. Chain 1, 5 doubles in 5 doubles, * chain 3, 3 trebles in 3 trebles, chain 3, 3 trebles in 1st of 3 trebles following, chain 3, 3 trebles in last treble of same group, chain 3, 3 trebles in 3 trebles, chain 3.

5. Chain 1, 3 doubles in 3 doubles, * (chain 3, 3 trebles in 3 trebles) twice, chain 3, 3 trebles in 2nd stitch of next 3 chain, (chain 3, 3 trebles in 3 trebles) twice, chain 3, 7 doubles over 11 doubles, missing 1st and last 2; repeat across, ending with 3 doubles.

6. Chain 5, a triple treble in 1st double, * (3 double trebles in 3 trebles, keeping top loop of each on the needle and working all off at once, chain 4) twice, 3 double trebles in 1st of 3 trebles, chain 3, 3 double trebles in last of same of same group, (chain 4, 3 double trebles in next group of 3 trebles) twice, remembering to work off each group as directed for 1st, chain 2, 2 triple trebles in 4th of 7 doubles, chain 2, repeat from * across, ending with 2 triple trebles in last double of row.

7. Chain 5, a triple treble in same stitch, 2 triple trebles under next 4 chain, keeping top loop of each stitch on hook and working off together, * chain 4, a double treble under next 4 chain, (chain 4, a treble in top of next group) twice, chain 4, a double treble under next 4 chain, chain 4, 2 triple trebles under next 4 chain and 2 under next, keeping top loops on all on hook and working off together; repeat from * across, ending with 2 triple trebles.

8. A double treble in a stitch, * chain 1, miss 1, a double treble in next; repeat.

9. * Make 11 doubles in 11 stitches, chain 3, miss 3, 3 trebles in next, chain 3, miss 3; repeat.

10. * Make 7 doubles over 11 doubles, missing 1st and last 2, chain 3, 3 trebles in 1st of 3 trebles, chain 3, 3 trebles in last of 3 trebles, chain 3; repeat.

11. * Make 3 doubles over 3 doubles, chain 3, 3 trebles in 3 trebles, chain 3,3 trebles in 2nd of next 3 chain, chain 3, 3 trebles over 3 trebles, chain 3; repeat.

12. Slip-stitch in 2nd of 3 chain, * chain 6, fasten back in fifth stitch to form a picot, chain 1, a treble in 2nd of 3 trebles, chain 6, picot, chain 1, a treble in 1st of 3 trebles, chain 6, picot, chain 1, treble in 3rd of same group, chain 6, picot, chain 1, a treble in 2nd of next group, chain 6, picot, chain 1, a double in 2nd of 3 chain following, a double in 2nd of next 3 chain; repeat from *.

On the other side of the foundation chain work from 1st to 8th rows, inclusive. It is better to leave the 8th to 13th rows until you have put the yoke together. then work around front, back and over the shoulders continuously, the 8th row on the lower edge in the same way.

Make a strip for the back, and for each sleeve, crochet them neatly together, and finish as described. Any pretty insertion may be used in the same way; but this is an especial pattern and has been greatly admired.

* * *

Mrs. H. B. T., writes to ask me the origin of the Orpingtons; and which variety is best to keep for general all round work.

The Orpingtons all originated with the late Wm. Cook, of Orpington, Eng., and have been known favorably there since 1886, when he introduced the Black Orpington, followed in 1894 by the Buffs. The blacks are made up of crosses of Black Langshang, Black Minorca and Golden Hamburg.

The Buffs are crosses of Buff Cochin, Silver Dorking and Golden Hamburg. There are three other varieties: The white, spangled and jubilee; but the buffs and the blacks are the best general utility fowls, being first-class layers, good mothers and rapid growers, with unusual flesh forming abilities, which render them profitable market fowls. In British Columbia the buffs have made themselves very popular as profitable birds.

But from Los Angeles comes the voice of a poultry fancier in loud praise of the blacks, which he says, are unequalled as winter layers, unexcelled as market fowls and altogether the best of all those excellent varieties known Orpingtons. He strongly advises the exclusive raising of Black Orpingtons. The cocks weigh eleven to thirteen pounds; the cockerels ten pounds; and the hens from eight to nine and one half pounds. They mature very early.

The buffs are so well known that you can judge them for yourself. I think they are favorites with all who have tried them. This is the best I can do in helping you to a choice; as my own buffs are in their first season; and my blacks just downy chicks; so personal experience is limited.

* * *

"May" tells me her eyelids are red and eyes watery, and asks for help.

Bathe the eyes three times a day in water which has been boiled and cooled, and contains boracic acid, half a teaspoonful to a scant cup of water. This will help the lids; for the weakness which causes the "watery condition" consult an oculist; probably you require glasses, plain or tinted.

Bathing the eyes with cold salted water sometimes overcomes eye weakness and will, at any rate, strengthen and help them to a great extent. Still, eyes in trouble should receive help from one capable of giving the best possible advice; and then the advice should be strictly followed.

Sweet Pickles.—One of the nicest and easiest made of fruit pickles is this: Fill a bottle or jar with the large cherries, stemmed, but not stoned. Over the jar set a saucepan containing sufficient vinegar to cover the fruit in the jars you have filled with the raw fruit. To each cup of vinegar add two tablespoons of sugar; half a teaspoonful of cinnamon and a pinch of ground cloves. When the mixture boils, pour it over the cherries. Turn off heat, and refill the jars for three days. Then at the last heating have melted a little white wax and spermaceli, and pour over the hot vinegar in the jars. This will seal from the air, and prevent mould; tie over with paper, or seal with cover. Spiced cherries are good also, but these you stone, cover with vinegar, containing three tablespoons of sugar and spices as above, but add to them a dash of cayenne pepper. Boil fruit and spiced vinegar together, till fruit is clear. Put away in glasses, covering first with wax skin. These are fine with cold meats. Grapes, blackberries, cranberries or plums are also good as "spiced fruit" with meats; and are all made in the same way. They should be like thick preserves when done. Particularly applicable to this sort of sweet pickle, are the wild red or blue "huckleberries" found so plentifully in our woods.

Twilight Bird Lore.—Did you know, little boy, that there were pirates, really truly pirate, amongst the birds? Of course there are the fish eagles and fish hawks who are pirates; but just tonight I will tell you about the family to which the gull belongs. What is the family name? Dear me; I coldn't possibly say it—it is noe of those dangerous names called "jaw-breakers," that little boys call "skip-overs" when they are reading; but the original family name was Longipennes; and like all old family names, it has a meaning—long winged swimmers. Now you would probably call all these birds sea gulls if you chanced to see them, just as the minister calls you "Johnnie," and your cousin Rodney "Johnnie," too; though neither one claims this name himself. So with the Longipenne's cousins; all get called sea gulls; though there is little Tern, and Skimmer and Gull, and the wicked cousins, Skua and Jaeger, who are pirates on the high seas. And really, I don't much blame poor Skua and Jaeger for taking the dinner some one else has worked to win; for how could one work and carry about a family name like Stercorariidae? And it must take a great deal to support such a name too!

Anyway we are assured that Skua and Jaeger are bold and dashing, and swift of wing; and they watch till Tern and Gull, the hard working cousins, have dived for, or picked up a dinner, then they spread their wings and give chase. At last, in fear, despair and weariness, the laborers drop their fish and the pirates swoop down and catch it before it reaches the water.

Gulls get their food on the surface of the water, as they hover or skim over the waves. They are scavengers and eat the floating bodies of water inhabitants—which have died and would polute the air if allowed to reach the shores. Tern dive for their food, and catch small fish. Now I will tell you how to distinguish Gull from Tern. Gull is a little the largest and slowest; and when he flies his bill is in a line with his body; but Tern flies with his bill pointing downward, as though he was looking for a fish to pounce upon.

Now Skimmer has a funny way of catching his dinner. His "lower beak" is very much longer than the upper, and is wide and thin. He drops this "net" below the surface and flies rapidly through the water, collecting his dinner as it comes. Now just to show you how the Great Master remembers even the little birds, I'm going to tell you a strange truth about little Skimmers.

Before they learn to fly, they have to eat such food as they find on the ground. Now you know that if this lower mandible were longer than the upper, *he could* not pick up his food. So, until he can fly, both mandibles are of a convenient length for picking up food. But as soon as he can fly, this lower mandible suddenly develops its fish net—or a scoop-like shape, and "Skimmer" skims his food from the ocean. Gulls sit high and dry on the water, and ride the waves in schools and flocks; but Tern rarely enjoy this sport, and do not linger long on the water. They have longer wings and tails than the Gulls, and more pointed bills; and they are more active. Tern and Skimmers sometimes, though rarely, visit their cousin Gulls on this Coast.

Watch and see if you find them here, and when you are sure, send work to this little corner of the Colonist. Gulls nest on the ground, on drifts of seaweed and on rocky cliffs, and the baby Gulls can leave the nest in a very few hours. There are three species, at least, which nest on the islands belonging to British Columbia, so some of our boys must have seen the eggs and nests and young ones. Won't you write to "Grandma" and tell her about them?

Wasting Process Of Disease

Disease is a tearing down, wasting away and destroying of the tissues of the body and a shrivelling up of the nerve cells and blood corpuscles.

This wasting process may attack the lungs, the heart, the liver, the kidneys, the bowels, or, as is most frequently the case, result in collapse of the nervous system, prostration, paralysis or insanity.

You may rest assured that disease will search out your weak spot and gain the upper hand.

Nature demands assistance to overcome this dreadful wasting process. And such assistance is best supplied by Dr. Chase's Nerve Food, which is by far the most thoroughly effective tissue builder and nerve restorative that is known to the medical profession.

Dr. Chase's Nerve Food stops this wasting process, puts new life and energy into the wasted nerve cells and overcomes weakness and disease; 50 cents a box, six boxes for $2.50, at all dealers or Edmanson, Bates & Co., Toronto. The portrait and signature of Dr. A. W. Chase, the famous receipt book author on every box.

HE WAS BORN LUCKY.

Driven into camp in the deserts of Nevada near Fairview by a violent rain storm, L. A. Savage recently placed his tent almost over a ledge of gold, the sale of which has netted him $150,000, says the Spokane Spokesman-Review. As soon as the rain ceased Mr. Savage and his two companions began to inspect the locality, and in a small gully nearby they came upon the mine. The ledge was exposed and stood 20 feet high, glistening with free gold. Scattered about on the ground was hundreds of tons of ore which had broken loose.

Six weeks ago Mr. Savage left the hospital at Tonopah and being too weak to secure employment bought an outfit and went into the desert country near Fairview, Nevada, to prospect. There he took a number of claims and being unable to improve them himself secured two men to work for an interest in the properties. On the way to the properties while still 15 miles distant, he was overtaken by the storm which led to the discovery of the claims.

PUBLIC INQUIRIES ACT.

NOTICE is hereby given that Frederick Peters, of the City of Victoria, Esquire, K. C., has been appointed a Commissioner to inquire into and report upon all matters concerning the action of the Department of Lands and Works in connection with the Notice dated 28th September, 1905, inviting tenders for the purchase of Government property situated at Laurel Point, Victoria Harbor, known as Lot 570B, Victoria City, and that the first meeting pursuant to the said Commission will be held in the Maple Room, Parliament Buildings, on Monday, the 23rd day of July, 1906, at eleven o'clock in the forenoon.

FRED. J. FULTON,
Provincial Secretary.

Provincial Secretary's Office, 12th July, 1906. jy14

TAKE NOTICE that the annual meeting of the shareholders of the Midway & Vernon Railway Company will be held on Monday, the 3rd of September, 1906, at the hour of 11 o'clock in the forenoon, at the offices of Messrs. Robertson & Robertson, Solicitors, No. 32 Langley Street, Victoria, B. C., for the purpose of electing directors, adopting by-laws, and authorizing the issuance of bonds, debentures and other securities, and for other purposes.

ROBERTSON & ROBERTSON,
Solicitors for the Midway & Vernon, R. R. Co. jy17

T[...]

VOL. XLVIII., [...]

"AD" MEN T[...] COME [...]

Opening of Convention[...] Pacific Coast Adver[...] Men's Associati[...]

DISTINGUISHED VIS[...]

A Splendid Programme [...]tainment Has Be[...] Arranged.

TODAY'S PROGRAM[...]

1:30 p. m.—Delegates a[...] the city on the steamer [...]apolis.

2:30 p. m.—First b[...] session at the board room[...] Tourist and Development [...]ciation, when His Worsh[...] Mayor will deliver an add[...] welcome.

6 p. m.—Delegates to [...] guests of the Times Prin[...] Publishing Company on a[...] Shawnigan Lake, where [...] will be served at the Str[...] Hotel, returning to the [...] 10 p. m.

THE annual convention [...] Pacific Coast Advertis[...] Association opens in [...] today with the arrival of the [...] Indianapolis from Seattle wi[...] hundred delegates, embracin[...] sentatives from the leading [...] the states of California, Or[...] Washington. The distinguis[...]ors, in charge of Herbert Cut[...] scheduled to reach the city [...] p. m., and will be met at the [...] the executive and reception c[...] of the Tourist and Developm[...]ciation and escorted uptown [...] hotels.

The official welcome to th[...]tising men will take place at [...] at the board room of the Tou[...]ciation, when Mayor Morley [...] the honors and give the dele[...] customary freedom of the ci[...] informal interchange of greet[...]cluded, President H. P. Stabl[...] Advertising Men's Association [...]cupy the chair, and, assisted [...]retary L. H. Mertz, call the [...]ness and literary session [...] The initial meeting is exp[...] occupy the time of the deleg[...] late in the afternoon.

Literary Programme

The order of the various p[...] addresses will be at the disc[...] the chair, the full programme [...] follows:

"Advertising Food Product[...]" R. Hills, with Swift & Co., C[...]

"The Alaska-Yukon-Pacific [...]tion in 1909, and What It Me[...] Coast," C. V. White, White [...]ing Bureau, Seattle.

"What Am I Trying to D[...] Pacific Coast?" Frederic E. [...] coast representative Quoin [...] New York, Seattle.

"Hands Across the Straits," [...] Cuthbert, secretary Tourist [...]tion, Victoria.

"The Ideal Department Sto[...]" ert A. Read, Read Advertising [...] Los Angeles.

"Relation of the Advertis[...] to Coast Development," Fre[...] Mantor, advertising manager [...] & Nelson, Seattle.

"Retail Shoe Advertising," [...] LeSage, LeSage Bros., Los A[...]

"Advertising for Settlers," [...] Brooke, real estate, Sacramen[...]

"Community Promotion," T[...]ardson, manager of the Co[...] Club, Portland.

"Electric Light to Secure F[...]" B. T. Dosend, manager of the [...] Electric Company, Portland.

"The Advertising Outlook," [...] Mitchell Chapple, editor The [...] Magazine.

"The Needs of Vancouve[...] From an Advertising Standp[...]" Dr. Elliott S. Rowe.

"Benefits of Lewis & Clar[...]sition," R. W. Hall, advertis[...]ager Southern Pacific Lines, [...]

"The Fishing Industry on t[...]tic and Pacific Coasts," Mil[...]man, publisher Pacific Coast [...]man, Seattle.

At this session, and also t[...] be held tomorrow morning, th[...] particularly business men, a[...]ally invited to be present.

Entertainment Featur[...]

The first of the series of e[...] be tendered the publicity me[...] their three days' stay in V[...] to take place this evening, w[...] delegates will be the guests [...] Times Printing & Publishing [...] on a trip to Shawnigan Lak[...] dinner will be partaken of [...] Strathcona Hotel. For this [...] train leaves the E. & N. depo[...] m., and returns from the la[...] 10 o'clock, giving ample tim[...] visitors to enjoy the beauty [...] resort by twilight, after the [...] concluded.

Saturday's Programm[...]

Subject to some slight alte[...] meet the conveniences of t[...] guests, the programme for to[...] substantially as follows:

9:30 a. m.—Second busines[...]erary session at the Tourist [...]velopment Association room[...]

2:30 p. m.—Trolley car rid[...] in the parliament buildings [...]seum, Beacon Hill Park an[...]malt.

8 p. m.—Delegates to be t[...] of the Colonist Printing & P[...] Company at a smoking con[...]