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The Daily Times. Published every day (except Sunday) by the Times Printing & Publishing Co. W. TEMPLEMAN, Manager. Offices: 26 Broad Street, Telephone No. 45. Daily, one month, by carrier, 75. Daily, one week, by carrier, 20. Twice-a-week Times, per annum, 1.50. Copy for changes of advertisements must be handed in at the office not later than 11 o'clock a. m., if received later than that hour, will be changed the following day.

The fleet from the Sound city is still larger and quite as speedy and comfortable for passengers as ours. But the Board of Trade by its action has shown the governments of the Dominion and the province that in any arrangements which may be made for the purchase of gold and the securing of Canadian trade for Canadian ports Victoria has a right to be consulted. We have given proof that although we appeared apathetic we are not indifferent to the trade of the north, the greater part of which is now handled by the merchants here. We do not ask for everything; all we want is fair treatment, and we have given proof of our usefulness by pointing out that there should be two assay offices on the coast.

KINGS AND SOVEREIGNS. Eager seekers for news in Victoria were informed yesterday by telegraph from Copenhagen that a photograph of President McKinley had been presented to the King of Sweden. Presuming that we have had time to recover from the effects upon our constitutions of this awe-inspiring intelligence, we are today told that "in the Court Circular" an announcement of His Majesty's reception of the American delegates at Windsor a graceful departure from custom is noticeable in the omission of the usual intimation that an "honor" was conferred upon the visitors by the Royal reception. As if we did not know that all the honor was conferred upon the King by the condensation of the representatives of a sovereign state and of the greatest nation the world has ever seen in deigning to appear before him at all. We shall be told next, probably, that the King uncovered his head and bowed himself to the ground three times whenever the name of the United States was spoken. His Majesty is a man of advanced ideas. He is said to admire the philanthropy and disinterestedness of the people he did not "honor" by receiving in deciding to set the captives in Cuba, Porto Rico and the Philippines free. In suitable recognition of this he has purchased an estate, will build a castle on the Hudson, and will reside there a certain number of months every year in order to breathe the invigorating, broadening and expansive atmosphere of the "one land of freedom in the world. Britain is too "narrow" a country for an up-to-date King. We expect to receive the announcement to-morrow that His Majesty has apologized to Boss Croker, the king of New York, who accuses himself for eleven months in the year in Great Britain, for the rudeness of the English horses in doing him out of the Derby.

ANOTHER GREAT INVENTION. Edison has perfected a storage battery which he predicts will turn the transportation business of the world upside down, in a figurative sense of course. There is one admirable quality about Thomas A. He is not like Tesla. The newspapers talk a good deal about the "Wizard" and his mysterious currents and appliances, but he does not say a great deal about himself. He is in some respects a practical man and has accumulated a good deal of the world's gear through his labors and researches. So when he says that within a year after his new battery is put upon the market all the old lead batteries at present in use will be consigned to the junk shop we may safely assume that Mr. Edison means what he says. He claims that the new battery will raise its own weight seven times; that it is the one thing that has been lacking to make the self-propelled vehicle a success. A few additional pounds added to the weight of an ordinary bicycle will carry the power necessary to push it seven miles. All the present steam-powered automobiles will follow the limbo of forgotten things, and old motors and similar appliances will follow them. The new machine will not be of the puffing lilly variety. It will be as silent in its operations as the wings of an owl and it will creep through the streets or fly over the country roads at any pace desired. The horse as a creature of man's pleasure will disappear if the price of the new machine, which will be controlled by a monopoly, be not too high, which is not improbable. It is possible that the trolley rails and ugly poles and wires may disappear and the streets of cities be brought back to some resemblance to the beautiful places in which our forefathers walked. All these things are possible, but they will not come upon us too precipitately. There is no doubt that the invention is one of the most important that has been reported for years; that it is completed, and perfect in all its details and that the work of manufacture will be commenced as soon as the necessary arrangements can be made. In the meantime the horse and the trolley will continue in business until further orders.

Leadville, Col., is a lucky city. It is built upon a mountain of ore and it has been decided that all the treasure beneath it belongs to the citizens. There are no taxes there, neither sewer, school, dog, gun nor general. The royalties collected on the city's foundations pay for the construction and maintenance of streets, bridges and all other works, of police and fire protection and any other luxuries the people who are not ratepayers choose to indulge in, leaving a handsome surplus of a few million or so to pay the mayor and aldermen. It is a pity some of the claims that have been staked within the limits of Victoria do not pay out better. Royalties enough to build a bridge at Point Ellice would prove very acceptable and lift the burden of a perplexing question from the shoulders of our city council.

These cup-hunting and cup-defending vessels are not the sort of craft for men to pine after sailing upon for pleasure when the stormy winds do blow. They seem to be all right aloft, where all the weight has been stowed to enable them to carry their immense stretches of canvas, but their arrangements aloft are not of the most substantial kind. Up to the year when the Thistle sailed against the Volunteer the British craft were very substantial and useful things. The latter vessel is still cruising in European waters as the property of the German Emperor. The Genesta, after being defeated by a racing machine for the America Cup, sailed over an ocean course against the best yachts in America for the Brenton Reef Cup, and defeated the field in a gale by several hours. The cup racers of the present day would be blown out of or under the water in one minute in such weather. The boats built in the United States to defend the America Cup are utterly useless after the work for which they are designed is done. They are too flimsy to build to withstand the action of the water for more than a couple of years. Lord Dunsraven's two Valkyries were never sailed in British waters. They were expensive to sail and the style of their build carried with it a handicap under older world racing rules. So the America Cup contest has developed or degenerated into a struggle for supremacy between racing machines rather than boats, and recent events have shown that the margin of safety on these craft is not any great. There will be more weight in the new masts of the Shamrock and the Constitution than there was in the old. If Sir Thomas's movements are rapid he will, as a result of the accident to the Constitution, have nearly as much time to "tune up" as his rivals.

If the government of British Columbia persists in its determination to assume control of fisheries over which there are differences of opinion in regard to jurisdiction a result may ensue which will leave the last condition of the important industry on the Fraser river worse than the first. We believe it has been decided that while the provinces have powers which have not been clearly defined over all fisheries, inland and within certain limits on sea coasts, and the Dominion has the right to make all regulations governing fishing. If the government of British Columbia issues licenses which are held to be invalid within a certain point and the Federal government issues other licenses which are admitted to be good beyond another point, there is not bound to be a conflict of authority and ultimately chaos? Would it not be the better part to wait until the cases pending before the courts are settled and all moot points cleared up? The fisheries are not likely to go to the dogs for a year or two, admitting that the powerful arm of the provincial government is the only force that can save them from annihilation.

Forty-eight thousand game birds, besides blackbirds which were intended to be sold as game, deer, etc., were found in one cold storage warehouse in New York, contrary to law. If the provisions of the statute be carried out to the letter in that case the day will be as cold for the company as the atmosphere in some of its compartments. The unfortunate in the charitable institutions in Gotham are reported to be living "high" on condensed game. Fifty-six "French" pheasants were found in the collection. Little orphans boys and girls do not dine on them every day.

The American desperadoes who transferred their operations to Canada and murdered a Toronto policeman are as sure of their reward as if they were in their own free country with a mob of frantic henchmen surrounding them. They should swing as high as Haman.

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One Year Ago To-Day. Lord Roberts and British Army of Invasion Occupied Transvaal Capital. Anniversary Narration by a Gallant Member of Canadian Mounted Rifles.

Just one year ago to-day Field Marshal Lord Roberts cabled from the capital of the defunct Transvaal republic a message which sent the whole empire wild with delight. The dispatch was as follows: "Pretoria, June 5, 11.40 a.m.—We are now in possession of Pretoria. The official entry will be made at 2 o'clock this afternoon." This city in common with other portions of the vast domain over which floats the Union Jack celebrated in a manner unrestrained the occupation of Pretoria a few days before it occurred. The dispatch of Lord Rosslyn, which was correct, was responsible for the rather premature rejoicing of May 31st here, but the event was celebrated and the inaccuracy of a few days did not make much difference. Traffic was stopped on Government street and pandemonium reigned. The incidents of the jubilation are somewhat forgotten, but the memories of Victorians to require further mention.

To-day has a special significance for J. M. Healey, late trooper of the Canadian Mounted Rifles, who is now in the city, having arrived on the 24th of May. Just one year ago he was with his company a short distance to the northeast of Pretoria, riding the country of the unregenerate Boer, who neglected to make themselves scarce in time. The Mounted Rifles did not enter Pretoria on the 24th with the main column, and it was not until five days later that they rode into the quondam republic's capital. Mr. Healey is a tall, stalwart Englishman. He is an ideal mounted soldier, standing as high as a Life Guard, and sturdy as a young British oak. He came to Victoria in 1884, and was for a time employed by Messrs. Lowenberg & Harris. In 1894, however, he joined the Northwest Mounted Police, the last two years and a half of his services being occupied in the north, where his company was stationed. When recruits for the Canadian Mounted Rifles were enlisted he came to this city, and was the only man who joined from Victoria. He was a splendid body of men who fought through the entire war under the gallant Herchmer.

To a Times representative this morning he narrated some of his experiences during the theatre of war. Sailing from Halifax on the steamer "Pomeranian" on January 22nd, 1900, after arriving at Cape Town the Rifles were ordered to Victoria West in Cape Colony, where they joined the command of Lieut. Brooks, consisting of a column of 100 men, entirely of colonial origin. From there they were ordered to Kenhardt, in the southwest, where an uprising of some Cape Dutch required their attention. The Dutch did not wait to be interviewed, but after wrecking the place disappeared. The Rifles then returned to Victoria West, after which they marched to Bloemfontein, whence the remainder of the army had preceded them. After a week's stay at Bloemfontein the general advance took place. The Rifles were attached to Hutton's brigade, who co-operated with the cavalrymen of General French in turning the flanks of the resisting Boers. The first fight in which the Canadians took a hand was at Brandfont, the Boers melting away after slight opposition. For several days on a determined resistance at Vet river, where the first real fight of the march took place. The enemy's flank was turned, however, and they did not wait for the riflemen to be ordered to retreat. Two days subsequently the enemy put up a determined resistance at Vet river, where the first real fight of the march took place. The enemy's flank was turned, however, and they did not wait for the riflemen to be ordered to retreat.

"Measure twice, cut once." Experiment till you find the uniformly good make of shoe—the shape, size and width you need. Then stick to it—don't speculate. You'll know it always by the Makers' price stamped on the sole—"The Slater Shoe". J. Fullerton and J. H. Baker, SOLE LOCAL AGENTS.

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Francisco, from whence he will proceed to his home in Texas. After spending a short time in his native state he will return to the Philippines, but this time it is not with warlike intentions, but with the object of entering into business at Manila. He will leave this evening for San Francisco.

