Victoria Pilots And Their Dues

Some Interesting Particulars Not Generally Known to the Public.

Powers of the Board and Remuneration of the Pilots.

FROM SATURDAY'S DAILY.

Since the subject of pilotage fees has been broached in the press of the city, there has been much enquiry amongst the public as to the method of operation followed by the board in rendering service and collecting fees, and also as to the remuneration received by the pilots individually for their services. The great majority of the citizens do not seem to know very much about the details of the matter, hence, a few particulars gleaned here and there yesterday by a Colonist reporter may be timely.

The power of the board over all shipping entering this port or Esquimalt is absolute. The pilots may go out and hail an inbound ship and she may signal that she does not require the services of a pilot and get to her berth unassisted. Nevertheless, she has to pay half the pilot rates, and the same leaving port, and what that means may be gathered from the following excerpt from the pilotage regulations:

PORTS OF ESQUIMALT AND VICTORIA.

"Vessels bound to other ports and coming to an anchor in Royal Roads, the pilotage is free, unless the services of a pilot are employed, when the pilotage according to the following graduated scale shall be payable:

"Inside or north of Race Rocks to Royal Bay, 75 cents per foot.

"Beachy Head to Royal Bay, $1.50 per foot.

"Pillar Point to Royal Bay, $3 per foot.

"Cape Flattery to Royal Bay, $6 per foot.

"For vessels entering into or clearing from the undermentioned ports, the rates are as follows:

"Victoria and Esquimalt harbors (under sail), $3 per foot.

"Victoria and Esquimalt harbors (under steam or in tow), $2 per foot.

"Victoria and Esquimalt harbors (steamers), $1.50 per foot.

"When a vessel is bound to or from any other port in the province, either laden or in ballast, and does not discharge or receive any cargo, passengers or mails, but simply enters it as a harbor of refuge, such vessels shall be exempt from pilotage into and out of Esquimalt, excepting in cases where a pilot is actually engaged by the master for such services."

As Victoria is the second port in Canada, ranking next to Montreal in the tonnage entering and clearing, and as no vessel other than those specified in the clause of exceptions quoted, can escape payment of (1) full pilotage fees for actual services rendered by a Victoria-Esquimalt pilot, and (2) half pilot rates for being in these waters, it can readily be understood that the receipts of the Victoria pilotage board must be reckoned as amongst the most important incomes earned, not only on Vancouver island, but also on the Pacific coast.

It is perhaps little to be wondered at therefore, that the remuneration of the gentlemen who do the actual sea work of the board, the pilots, is greater in each case to that of a British Columbia cabinet minister. That is to say, the Victoria pilots receive for their services, which, in the circumstances cannot be otherwise described than as valuable services, the handsome salary of $4,500 per annum.

Over and above this fixed remuneration comes the share in the yearly balance left over from the ten per cent tax on the boards receipts deducted for the board's expenses, a perquisite which, as has been hinted at in some of the local newspapers, amounts in itself to a somewhat important sum. To be sure, the Victoria pilots are not the only navigators in this particular department who receive princely remuneration for their services, for the Nanaimo and the Vancouver and New Westminster pilots also enjoy salaries which would be reckoned not disproportionate for the services rendered by members of provincial executives in Canada.

It is unnecessary here to discuss the arduous nature of the pilot's calling, it is not much different here from the duties have been cleverly and truthfully described in works of fiction familiar to all.

As an instance of the great power which is wielded by the pilotage board over the shipping of the port, this may serve as an illustration. When the steamer Princess Beatrice of the C. P. R. fleet returned from her second regular run to Seattle, shortly after she entered commission, a representative of the pilotage board waited upon the manager of the C. P. R. steamships, Captain Troup, in his office, Wharf street, andn presented a bill for $100, requesting immediate payment. The bill was for pilotage dues incurred by the Princess Beatrice in entering and leaving this port on her regular run. Captain Troup referred the pilotage board's representative to the head office in Vancouver, and by that office the bill was promptly paid.

It is a fact not generally known that it is only by the courtesy of the pilotage board that the steamship Princess Victoria is exempted from payment of the usual pilotage dues. The board has it within its power to charge the company those dues, but does not do so. All the steamship lines which do a regular business with Victoria have to contribute their share to the pilotage receipts; this, it is understood, is by arrangement, the full rates not being by any means exacted in any of those cases.

By many steamship men this tax upon the shipping coming into and leaving the port of Victoria is looked upon as a grave drawback to the maritime expansion of Victoria. Protests innumerable have been made, but without effecting anything in the way of a change. It is pointed out that on Puget Sound pilotage is free; that is, should a master not require the services of a pilot, he has no half-rate to pay for services not rendered. It is this half-rate embargo that causes most of the friction, not the pilotage dues themselves, which are not considered excessive as compared with the dues exacted in other ports.

There is some likelihood of the whole matter of the pilotage fees, and indeed the full method of operation followed by the Victoria Pilotage Board, being ventilated in the courts before very long. Should such chance to be the case the course of the proceedings would be followed with uncommon interest by a very large proportion of the citizens of Victoria, especially those who are all interested in the shipping of the port, and they constitute a most important section of the population of the city.

WATER IN YOUR BLOOD

Lots of people have thin, watery blood. They eat plenty but don't digest. When digestion is poor the food isn't converted into nourishment and the body rapidly loses strength.

To positively renew your health nothing equals Ferrozone. It excites sharp appetite,—makes the stomach digest,—forces the formation of life sustaining blood. Abundant strength is sure to follow. No matter how long you have been ailing you need more vitality, extra blood, better nerves, use Ferrozone. Its a marvelous medical triumph. 50c per box or six for $2.50, at all dealers or Polson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

SUSPECT RESEMBLES DUNHAM.

Arizona Ranger Takes Into Custody Alleged California Thug.

Phoenix, Ariz., Sept. 8.—A report is in circulation here that Captain Thomas Rynning of the Arizona ranger force has reported to Governor Brodie from Douglas, on the Mexican line, that he has captured James C. Dunham, the Californian accused of wholesale murder.

Dunham has been diligently sought for all over the country for the last eight years.

Rynning also reported, according to the story, that Dunham had been fully identified and that had made a confession to the commission of the crime charged against him.

There is a standing reward of $11,000 for his capture, dead or alive.

Dunham's alleged crime was committed May 30, 1896, at a ranchhouse between Los Gastos and San Jose. The victims numbered six persons—three men and three women—all members of Dunham's family and employees of the ranch.

San Jose, Cal., Sept. 8.—Sheriff Langford has received a despatch which convinces him that the Naco (Ariz.) suspect is not murderer James C. Dunham.

The suspect is described as being of light complexion and but 5 feet 9 inches tall, while Dunham's complexion is medium or bordering on dark, and his height is 5 feet 11½ inches

News Notes of The Dominion

Canadian Dentists Propose to Form a Protective Association.

Coroner's Jury Blames Engineer for Train Wreck at Richmond.

From Our Own Correspondent.

Toronto, Sept. 9.—The Canadian Dental Association has ratified the reports of a special committee on which were representatives from every province, favoring the establishment of a Dominion dental council, the council to have authority for granting certificates for any province. A high standard of matriculation was suggested. All dentists in practice ten years before January 1, 1905, would be admitted without examinations and those in practice less than two years would be required to pass an examination before receiving such license. The new council is to be composed of two representatives from each province agreeing to the proposal.

The failure of O. B. Boehmer & Co., departmental store, Berlin, Ont., is announced. Liabilities $118,000; assets $55,000

At a meeting of the Farmers' Association here yesterday Mr. J. Armstrong of Alvinston suggested that every political candidate be made to sign a dated resignation form prior to election, this to be used should the member betray his pledges to his constituents. Goldwin Smith favored the abolition of the selection of candidates by party conventions. He thought it would be preferable to have two ballots, one for the selection of candidates and the other for their election.

One of the 1,600 horsepower dynamos in the street railway power house burned out this afternoon. The armatures are burned out and the wire will have to be rewound. The loss is placed at $50,000.

The Canadian Optical Association yesterday elected Prof. Samuel Grant, Montreal, president.

MANUFACTURERS MEET.

Montreal, Sept. 9.—A meeting of the Canadian Manufacturers Association is to beheld in Montreal on the 20th, 21st and 22nd of this month. Sir Howard Vincent, the well known British protectionist and founder of the British Empire Trade League, is to attend.

The steamer Virginia of the Richelieu and Ontario Navigation Company which went ashore near Chicoutimi in the Saguenay river yesterday, was floated and left this morning for Quebec under her own steam. The damage to her bow was very small.

THE RICHMOND WRECK.

Richmond, Que., Sept. 9.—The coroner's jury today rendered a verdict to the effect that Conductor Atkinson and Engineer Schwamer of the excursion train were responsible, but not criminally negligent for the fatal collision between Grand Trunk local passenger train No. 5 from Island Pond and the excursion train bound for Sherbrooke from Montreal and intermediate points, which occurred a short distance east of Richmond yard on August 31st methods, ling in the death of ten passengers and injury of over twenty others. The jury recommended that the Grand Trunk authorities be more careful in the handling of train orders.

EMBEZZLED $3,000.

Brantford, Sept. 9.—Ernest Gartung, organizer of the Canadian Order of Foresters, has been arrested on a charge of embezzlement of $3,000 of the funds of the order.

ACCIDENTALLY KILLED.

Carlton Place, Sept. 9.—Carlos Willoughby, conductor on the C. P. R., was shot and instantly killed by accidental discharge of his gun at McCreary Creek, Mississippi river, near here last night. He had been duckshooting and was about to land when he slipped off a log, and the gun striking the log was discharged. The shot passed through the unfortunate man's head making a ghastly wound.

SCALPER'S FINED.

Winnipeg, Sept. 9.—W. W. Timmel, a farmer near Souris, and wife, were brought before the court yesterday by the C. P. R., charged with offering for sale and subsequently selling the return portion of a reduced rate ticket from Pontiac, Ill., to Souris, Man. They were each fined $20 and costs and had to refund the amount obtained for the tickets.

THE MOTOR EXPRESS.

Maplecreek, N. W. T., Sept. 9.—The Napier motor car special, with Mr. Glidden in charge, arrived here this evening, having made a run of 200 miles from Moosejaw to Maplecreek on the main line of the C. P. R. Regular and extra trains side tracked the motor special at several points and a heavy wind made today's ride rather unpleasant. The roar of the steel rimmed wheels on the tracks and the rush of the wind was so great that the travelers placed cotton in their ears. Twenty miles west of Moosejaw the motor car passed the 1,900 mile post of the journey. The ride over C. P. R. and Soo line tracks has reached 1,000 miles. The party expects to reach Banff by Sunday.

TIME SIGNALS TO WORLD.

Washington, Sept. 8.—Among the interesting events planned here for the entertainment of the International Geographical congress, that will meet here on September 8th, is a reception at the naval observatory that evening by the superintendent, Rear Admiral C. M. Chester, U. S. N., and his staff.

Arrangements are being made to close this reception with a five-minute series of time signals, ending at midnight, 75th meridian time, according to the plan followed daily at noon.

This will be followed by a brief message of greeting from the congress to the nations of the world to be transmitted voluntarily by the various connecting lines of telegraph. It is hoped, also, that by means of the co-operation of the various cable companies, press associations and European government telegraph systems, information of the plan will be received by at least the most prominent observatories abroad in time to secure their co-operation, in view of the international character of these great scientific changes.

BRADSTREET'S REVIEW.

Toronto, Sept. 9.—There has been further improvement in the wholesale trade situation at Montreal this week. The brighter crop reports from the West have largely contributed to this end. Orders have been coming forward in an encouraging manner and the general outlook for fall and early winter trade is for most departments of business regarded as particularly promising.

It is generally felt now that the damage to the Manitoba wheat crop has been largely exaggerated, but it seems certain, in any event, that the Western farmers will receive a much higher price for their wheat than last year, and that will, to a large extent, serve to offset any decline in the yield below earlier expectations. The values of staple goods and imported lines are firm. New cotton prices have not yet been issued, but are expected soon.

Business in Toronto has continued active this week. There have been many buyers in the market, and they have been promising liberally for the coming season. The travelers, as a rule, are still in the city helping with the house sales, which have been heavy, the buying not only showing good general distribution, but it has been of large volume. The buying for shipment to inland water points has been heavier and is expected to show a large increase over the present movement, as the end of the season of navigation approaches nearer. The more favorable crop reports from the West have been an additional incentive to buying, while the prosperous conditions in the rich agricultural sections of this province have imparted a greater degree of confidence in trade circles.

At Quebec the business of the week in various lines has been fairly active. The exhibition, which has been in full swing, has been well patronized, and the exhibits in the various departments showed up well. The shoe trade is still very dull and no improvement is looked forward to until fall orders come in. Collections are still reported slow. Outside of the cossting trade shipping is extremely quiet. The recent rains have flooded low-lying districts, which are reported considerably under water.

Hamilton wholesale trade circles this week have displayed more activity. Numbers of buyers have been in the market and they have placed liberal sized sorting parcels for the fall and winter trade. Prices of manufactured goods are fairly firm. The outlook for business is good.

The movement of trade in London this week has been satisfactory. The sorting for the fall is developing nicely and increased activity in this direction is looked for as the season progresses. Stocks do not seem to be excessive in any department.

At Victoria, Vancouver and other Pacific Coast centres, business has shown some revival this week. The purchase for the current season are displaying a little more life. The prospects for a successful trade during the next few months have led to considerable buying by the retail trade. Payments are fair. The real estate market is much more active.

At Winnipeg this week, after a lull in the demand, pending more certain developments, the buying has picked up again. The crop news has been more reassuring and that has developed some disposition to discount the future requirements of trade in a manner such as had not been shown to some extent earlier in the season. The sales so far for the season have been heavy, but it is certain that retailers will yet have to buy large quantities of goods. Values are firm.

The demand in wholesale trade circles at Ottawa this week has been better in a good many departments. A steady extension in the sales for the fall and winter are looked forward to in the next few weeks.

The outlook for general trade is good. Values are firmly held.

NICOLA VALLEY RY. ARRANGEMENTS

Promoters Have Completed the Details and Now Await Government Orders.

Mr. George A. Begg, of St. Catharines, Ont., and Colonel William Hamilton Merritt of Toronto, are at the Hotel Vancouver, having just arrived from a trip through the Similkameen in connection with the Nicola, Kamloops & Similkameen Coal & Railway Company, which has a charter to build a line from Spence's Bridge, on the main line of the C. P. R., to Nicola, and from Nicola through the Similkameen Valley to Osoyoos, on the southern boundary, says the Vancouver News-Advertiser of yesterday. Mr. Begg is at the hotel is Mr. William Charters, of Nicola, whose ranch will probably be purchased as a townsite, the location being very favorable.

"Every arrangement has been made as to the financing of the projected line," said Mr. Begg to the News-Advertiser. Mr. Begg is president of the company, which is composed entirely of Canadian people, principally from St. Catharines and Toronto. Mr. H. E. Larkin, of the former city, is vice-president. His father was one of those interested originally in the construction of the Shuswap & Okanagan Railway in this province. "The company has been re-organized," Mr. Begg continued, "and it is composed of good reliable men who are well able to carry out the undertaking, once they receive favorable word from the provincial government. Surveys are nearly completed, they having been under the direction of Mr. Charles H. Keefer, C. E. We have all our plans, etc., ready, and our trip this time was to go over the entire route as laid out in the charter, and we are well satisfied with the prospects. We are now on our way to Victoria, and the first moment that we receive satisfactory assurances from the executive council we are prepared to give the word to immediately start construction, everything being in readiness."

The first part of the line, that which will be constructed as soon as possible after a beginning is made, will be from Spence's Bridge to Nicola, a distance of 45 miles. This will open up the large deposits of coal in that neighborhood, and as the road will extend as far as Quilchena, the extensive and valuable measures of the Diamond Vale Coal & Iron Company will also be afforded transportation facilities. There are a large number of Vancouver people directly interested in the Nicola and Quilchena coal properties, among them being Mr. W. Armstrong, M. C. F. Law, Mr. John Hendry and others.

Speaking of the price of coal in this city, were the railway in running order, Mr. Begg said: "Bituminous coal sells here now for $6.50, and I am sure that we can lay it down here for $5, and even at a retail price of $4.50. The mining of the Nicola and Quilchena deposits will be very easy, and the haul will be comparatively light. The quality of the coal is beyond question. We have had very exhaustive assays and tests made, and in addition to being a fine fuel product, it is also well adapted for coke for smelting purposes."

The building of this line will be of great advantage not only to the mining interests involved, but will also afford a better and quicker communication with one of the richest districts of the province. Being shut off from the outside, the resources of the Similkameen have never been thoroughly understood except by those who have made personal visits. Few realise that one of the most profitable mines of British Columbia is being developed at Hedley City by the Daly Reduction Works, right in the heart of this district, and that many other valuable properties are in the neighborhood. It is impossible to predict the development which will take place when such a road is completed, giving communication with the coast, and facilities for carrying ranchers, too, will find in it the convenience they have eagerly looked for for many years. Quite a long time ago a charter was granted for this road and the bonds guaranteed by the government, but the hard times of the middle nineties demoralized the project. Both the Nicola and Similkameen are unexcelled in advantages as fruit raising and ranching districts, and a line of railway will mean a great augmentation of the interior population.

Since arriving in Vancouver Mr. Begg has been confined to his bed. He suffered from a fever, which followed in the respit of the fatigue of travel. He is progressing very favorably, and expects to be around again in a day or two.

Kuropatkin Has Escaped

Russian General Staff no Longer Anxious at Alarmist Reports.

Belief That the Retreating Army is Now Out of Real Danger.

Next Movements Must However Depend Upon Japanese Initiative.

WAR SUMMARY.

(By Associated Press.)

There is no news from the far east or from Russian or Japanese sources. For the world watchers of the great tragedy the curtain has been dropped, and all is conjecture. Not even an expression of opinion comes from Japanese sources, but from St. Petersburg it is indicated that the authorities are confident the critical stage of the Russian retreat is past and that Kuropatkin is no longer in danger of losing any part of his army to the pursuing Japanese. The Russian commander has arrived at Mukden, and it is given out in St. Petersburg that the bulk of his army is now near there, while the despatch from Mukden to the Associated Press filed Tuesday says that the main Russian army is pushing northward and evacuating that place. It is indicated that the Japanese are still harassing the rear of the Russians. Further than this nothing is known. An absolute news silence prevails.

St. Petersburg, Sept. 8.—(2:02 a. m.) The general staff is not displaying great anxiety over the alarmist reports that General Kuropatkin is in serious danger of being cut off, but if they had any information from the front Wednesday they have not revealed it, and they also decline to say even if they know whether Kuropatkin purposes taking his army north of Mukden.

An officer of the general staff said to the Associated Press Wednesday night: "I believe it is safe to say that General Kuropatkin's army is now out of danger. More advices since Monday indicate that the fighting is of an insignificant character, and I do not believe that the tired Japanese troops are capable of seriously threatening the line of retirement. The greatest difficulty our army has to contend with is the terrible roads owing to the rain of Monday and Tuesday.

"Our information is that the bulk of the baggage has already passed through Mukden. This is the usual procedure in the case of any retreat."

Kuropatkin's movements, after all, must depend chiefly on the tactics of the Japanese, with whom lies the initiative. If the Japanese continue to press north in the hope of cutting off the Russians and bringing them to bay, then Kuropatkin will be obliged to move to circumvent them.

But both armies already are terribly exhausted and if they again come into grip the result will depend largely upon which of them is able to throw the most reserves into the fight. If there is a race northward it is apparent that the greatest danger will come at the narrow defile at Tieling, north of Mukden. But the authorities seem fairly well satisfied with the situation and are confident of its ultimate outcome.

RUSSIA'S STRENGTH.

The London Times correspondents hold that the reverses which have been sustained by Russian land and sea forces in the struggle with Japan have in no way reduced the determination of the St. Petersburg Government to carry the war to a satisfactory finish. This, also, may well be, the Times losses which the Russians have sustained are serious enough. They represent, however, only a very small portion of the country's armed strength. Russia is the most populous country in Europe, with a government that does not need to worry about what a parliament will say as to its methods of warfare. It has in conscription power to raise a million men or more and turn them into soldiers. It has still a fleet which even the victorious Japan might be defeated by. Were the seat of war somewhere nearer than the eastern coast of Asia there would be no room to doubt what the outcome would be. The stronger would simply wear out the weaker, as the North did in the war with the South, as Great Britain did in the struggle with the Transvaal and Orange Free State, Japan is confident of ultimate victory, now as at the beginning, lies in the fact that Russia's source of strength is a long way from the seat of war, while Japan's is close at hand. The long line of second-class railway stretching for thousands of miles across the wilderness of Siberia cannot convey to Russia the same advantage for the waste of war the men, munitions and provisions which are required to overcome Japan. The case is another of the spout being too small for the hopper. Japan, it now appears, may be able to crush not Russia's military strength, but all the strength that Russia can put out against Japan. It is not surprising that the pride of the Russian rulers will not yet let them see this.—Montreal Gazette.

ACROSS CONTINENT ON EXPRESS AUTO

Freak Tourist Makes Good Time Over the C. P. R. Tracks.

Moosejaw, Sept. 8.—Charles J. Glidden, who is running an automobile express over the C. P. R., gives the following account of his trip on reaching here. Nineteen train orders were needed to safely pilot the Napier Limited, an automobile train, on the Soo line to Portal, 550 miles. Conductor Edgar H. Cook, of the C. P. R., received us at Portal and will direct the movements of the car to Laggan, 736 miles, under instructions from the train despatchers. At 8 o'clock, mountain time, Conductor Cook handed me a copy of the first train order ever issued in British America for a motor car to run on the railway tracks.

At Estevan we were ordered ahead to Weyburn, then to Pasqua and finally to Moosejaw. For the first time were sent ahead of the express with twenty minutes leeway, and the fastest long run was made to this place, 168 miles at an average speed of 38 miles an hour. My choice is to follow rather than lead a fast express as the tension is too great keeping out of their way.

Long cheers and waving of handkerchiefs greeted us from the crowds as we passed by the stations. We make it a rule to stop about every twenty-five miles to look over the car and this gives us an opportunity of meeting the people.

Yesterday I brought our railroad mileage up to 700, and today we shall try for Medicine Hat, 262 miles west.

THE RAILWAY COMMISSION.

Session at Nelson Listens to Complaints of Discrimination.

Nelson, B. C., Sept. 8.—The Dominion railway commission sat today. Hon. A. G. Blair and Prof. Jas. Mills sat as commissioners. The only case considered was the complaint of the merchants of Kaslo, Sandon, Slocan and other towns against the granting by the C. P. R. of preferential freight rates to the wholesalers of Nelson. W. R. McInnes, of Montreal, and R. W. Peters, of Winnipeg, replied for the C. P. R., and R. Robertson, of the Nelson Board of Trade. Nelson's claim to the privileges of a distribution point on the grounds of geographical location and transportation facilities was simply defended. The commissioners, while reserving judgment, intimated that the whole question of the right of a railway company to determine what towns shall be made central points would have to be considered.

ODD FELLOWS TOURING.

Party En Route to the Coast From Boston.

Thirty members of the order of Odd Fellows left Boston last Sunday in a private Pullman car for Vancouver, Seattle and Tacoma. The party is scheduled to reach the coast on September 12, and it is likely that the night of that day and the morning of the following day will be spent in Vancouver.

The party was made up in Boston among a number of friends who desired to make a tour through Canada to Puget Sound. The coach bearing the party was taken on the C. P. R. lines at Newport, and left Ottawa Tuesday en route westward. Winnipeg will be reached and left today. A short stop will be made at Banff, which will be reached on Saturday next. On Sunday the party will leave the Hot Springs resort and journey to Glacier. The latter point will be left on Monday morning and Vancouver will be reached on Monday night at 7:45 o'clock.

The party will likely spend the night in their car, vacating it next morning so that it may be sent around to Seattle, via Sumas. The party will leave here for Seattle, via Victoria, on the C. P. R. steamship Princess Victoria. From Seattle the excursionists will proceed to Tacoma by the steamer Flyer. When ready to return eastward the party will board its car at Tacoma and run across the continent on one of the southern railroad lines.

INTERNATIONAL PARLIAMENT.

Programme For Sessions Arranged at Sitting Yesterday.

St. Louis, Sept. 10.—The executive council of the Inter-parliamentary Union held a meeting at the Southern today and arranged the details of the programme for the sessions of the conference next week. Two delegates from each national group were present. Congressman Richard Bartholdt, of St. Louis, was elected president of the council and he will also be president of the conference. The programme arranged for the deliberations includes a discussion of the question of a second session of The Hague conference and the American union; a discussion of the Japanese-Russian war; compulsory arbitration; the use of explosives and the extension of pacific ideas.

A HONEYMOON MOST ROMANTIC

Particulars of the Marriage of Miss Maude Goodwin and Henry Ohlandt.

The Seattle Times of Wednesday has the following account of the romantic marriage of Miss Maude Goodwin and Mr. Henry Ohlandt:

A runaway marriage between prominent San Francisco society leaders, the braving of stern parental disapproval and the escape of the newly made man and wife through Seattle to Seame, is the culmination of an interesting courtship between Henry Ohlandt, son of the president of the National Ice Company of San Francisco, and Miss Maude Goodwin, a stepdaughter of H. D. Helmcken, a member of the British Columbia parliament, who resides in Victoria. The bride is known in Seattle to society leaders, for she occupied a prominent position in Victoria.

Mrs. Ohlandt, the Miss Goodwin that was, is particularly well known in musical circles. She had returned from Europe but a short time ago, after having completed a musical course abroad. For the past five months she has resided in San Francisco with her sister, Mrs. A. W. Crowell. Her mother, who accompanied her to Europe, returned to Victoria instead of remaining with her daughter in San Francisco.

It was the opposition of Ohlandt's parent that caused the elopement. When he broached the subject after the engagement between the two had been agreed upon, Nicholas Ohlandt, the San Francisco capitalist and ice dealer, forbade the marriage. So far as the young man could learn there was no strong opposition other than a parent's disposition to do some choosing on his own account.

Strategy won the day, and won for Henry Ohlandt his bride. He confided to his parents a desire to visit his brother-in-law Frank Ames at Nome. The idea was most satisfactory to Nicholas Ohlandt, for he believed that a trip to Alaska would result in an ending of the engagement. He cheerfully gave his consent, and even urged the young man to go north.

It may have been a mere coincidence, or it may have been the result of a clever plan, but Miss Goodwin decided to go north at the same time. This was a bit of news that she neglected to communicate to Mr. Ohlandt. When the young Mr. Ohlandt arrived at the Southern Pacific depot he found Miss Goodwin there. Nothing was more natural than that he should decide this to be no reason for abandoning his trip, and the two came north together.

When the runaway couple reached Portland Henry Ohlandt found a friend, J. B Plagemann, who knew how marital matters were arranged, and he secured a license that permitted Mr. Ohlandt to wed Miss Goodwin. He also induced Judge Webster of the circuit court to perform the ceremony. The jurist took with him his clerk, and Mr. Plagemann found another acquaintance of Mr. Ohlandt's. In the presence of these people the marriage was performed in the Portland hotel.

Immediately after the ceremony a telegram was sent to Nicholas Ohlandt at San Francisco telling him what had occurred and begging parental forgiveness. Whether this was given or not does not appear on record. Apparently the young couple was not concerned, for the Nome trip was carried out as planned.

From Portland the couple came to Seattle. Then they started for Alaska to make the visit that Henry Ohlandt had planned. They are now hearing Nome, and will spend some time in the mining district before returning to this city. It is made before navigation is closed.

Maude Goodwin met Mr. Ohlandt while she was studying music under Prof. Xavier Roker in San Francisco. Prior to going to the Bay City she had studied some in Victoria, and had appeared there in amateur productions of the Geisha and San Toy.

The father of young Ohlandt is president of the National Ice Company, head of the firm of N. Ohlandt & Company, fertilizing works, and a leading hospitable of California. He is one of the most prominent German-American residents of San Francisco. Henry Ohlandt is the second son.

THE LIVER TO BLAME.

So long as the liver is active in filtering the bile from the blood there is no biliousness and no constipation, because the bile is passed from the liver into the intestines, where it acts as a cathartic in keeping the bowels active. Because of their direct action on the liver as well as the bowels, Dr. Chase's Kidney-Liver Pills thoroughly cure constipation, the real cause of nine-tenths of the common ills of life.

REVOLUTIONIST ACTIVITY.

Vigorous Propaganda Resumed Against the Autocracy.

St. Petersburg, Sept. 10.—(3:55 a. m.)—Intense activity is being displayed by anti-Russian revolutionary organizations, who have united in an effort to appeal to all the discontented classes of Russia. Incendiary proclamations have been smuggled across the border and distributed broadcast, especially in Polish and Jewish countries, calling upon the population to take advantage of the government's pre-occupation owing to the war to overthrow autocracy. Such a propaganda as the autocracy results in an increase in Russia always proclamations of a character of violence. The Jewish people in Russia are addressed to the Jews particular, but the appeals are made to all the heterodox sects, workmen and socialists. Special appeals are made to the soldiers and peasants. Many proclamations have been seized and it is proved that they have been printed in London. Until now they have met with little response in Russia proper, but there have been several manifestations in various parts of southwestern Russia, where the population is largely Jewish. The largest demonstration, it is understood, took place at Grodonow, Poland, where 500 persons have participated. The ministry of the interior, seemingly, does not attach great importance to the proclamations.

New Customs Regulations

Important Changes Which Are to Come Into Effect on October First.

More Elaborate Invoices and Stricter Oaths to Be Required.

The Department of Customs has notified the collectors of customs of new instructions regarding duplicate invoices, new forms and new certificates which come into effect October 1.

Duplicate invoices must, after that date, be delivered with bills of entry. A copy of the original certified invoice, if compared with the "extra copy" by the customs officer, may, however, be accepted as the duplicate invoice. The rate of exchange is to be noted on both invoices, besides the figures of the customs entries.

One copy of the bill of entry with the invoice annexed has to be forwarded by the collector to the department at Ottawa.

In case of postal or express parcels containing donations or goods not being merchandise, or goods valued at not more than $25, the invoices may be dispensed with if it is found impracticable to secure them.

New forms of invoices are also to be used after the date mentioned. In the invoice of goods sold by the exporter prior to the time of shipment to Canada must bear a detailed statement of the quantities and kind of goods, their fair market value as sold for home consumption, and the selling price to the purchaser in Canada. Where goods are shipped to Canada on consignment without sale by the exporter prior to shipment, the invoice must bear a full description of the goods and their fair market value as sold for home consumption.

The oaths prescribed in September, 1898, will also be replaced on October 1 by new ones. Where goods have actually been purchased for importation to Canada, the owner in Canada or his agent or attorney must swear to the accuracy of the invoice. The oath includes this declaration:

"That the value of the duty of the said goods as stated in this bill of entry exhibits the fair market value of the said goods at the time and place of their direct shipment to Canada, and as when sold at the same time and place in like quantity and condition for home consumption in the principal markets of the country whence imported directly to Canada, without any discount or deduction for cash, or on account of any drawback or bounty, allowable thereon or on account of any royalty actually payable thereon or thereon when sold for home consumption, but not payable, if exported, or on account of the exportation thereof, or for any special consideration whatever."

Where the goods have been exported to Canada on consignment for sale the agent in Canada to whom the goods are consigned or his attorney has to take an oath affirming that the value for duty stated on the invoice represents the fair market value of the goods in the home market, without reference to drawbacks, bounties, rebates or other devices intended to cheapen the cost to the Canadian purchaser.

The foreign owner or exporter of goods sold to Canadians has also to give a certificate of value which is to be attached to the invoice. In this certificate there are special provisions meeting the case of drawbacks and bounties. Where goods are exported to Canada on consignment for sale the invoice must be accompanied by an explicit declaration by the foreign owner or exporter.

These regulations are aimed against the undervaluing of imported goods and will also be of service in combating the dumping habits of United States manufacturers.

MARVELS IN TELEGRAPHY.

Greeting From Washington Flashed Instantly to All Parts of the World.

At midnight of Thursday (Washington, D. C., time) a message was transmitted all over the American continent by the numerous telegraphic ramifications, by Pacific cable to Australia and New Zealand, and by Atlantic cable to Great Britain, the Continent of Europe, and presumably Asia. The message, as it reached here, read:

"The Eighth International Geographical Congress, now in session in Washington, sends with this midnight signal from the Naval Observatory, its greeting to the nations of the world, through the courtesy of (in this instance) the Postal and C. P. Telegraphs and British Pacific cable."

At five minutes before midnight, a "time signal" was transmitted over all lines to keep the route clear for the message, and consequently the latter was delivered in every town and city—where a receiving office is—practically at the moment of its despatch from Washington. It reached the C. P. Telegraphs office at exactly 5:55 p. m. (Pacific time), Victoria being three hours (roughly) behind Washington. From Bamfield Creek it was transmitted to Fanning Island, where it was repeated to Australasia.

Owing to the Yukon line being temporarily disorganized the receipt of the greeting at Dawson will be delayed.

Apart from its courteous intent, the message was intended to show the wonderful completeness and rapidity of the telegraphic and cable service throughout the civilized world.

Washington, D. C., Sept. 9.—The congress was entertained today by the reading of many cablegrams received from all parts of the world in the reply to the international message of greeting sent out last night, after the flashing of the midnight signal from the naval observatory. The replies came in French, Spanish and other modern languages, and all breathed cordial sympathy with and interest in the work of the congress. From the City of Mexico came a despatch from Felipe Valle, stating that the signal was received 30-100 of a second slow. At Toronto the signal was 23-100 of a second slow, while at the Mare Island navy yard it arrived 32-100 of a second early, according to the coast chronometers. Last night's signal was sent on its journey in two directions, one via Pacific cable and the other by the Atlantic. A cablegram from Adelaide, Australia, contained the interesting information that the two signals had met there exactly fourteen seconds after being sent from Washington. The Madras, India, observatory acknowledged the time signal, as also did the authorities of the Lisbon, Portugal, observatory.

Concerning the C. P. R. Hotel

General Superintendent Marpole Greatly Interested in the Undertaking.

New Wharf Will Also Be a Great Improvement—Convenience for Passengers.

FROM SATURDAY'S DAILY.

Mr. R. Marpole, general superintendent of the Western division of the C. P. R., accompanied by his private secretary Mr. Armistead, and the engineer, Mr. G. H. Webster, arrived in the city from Vancouver last evening. Interviewed by a Colonist reporter last evening, Mr. Marpole expressed the liveliest interest in the great railway company's new undertakings in Victoria. Speaking of the hotel, Mr. Marpole said that as his party came in on the Princess Victoria last evening he was pointing out to his friends the splendid situation in which the hotel would be placed and the grand view that will be presented when the hotel is built, to people coming into the harbor. The post office building on the one side and the Parliament buildings on the other with the fine hotel in the middle certainly will present a very imposing appearance. Mr. Marpole smiled as he observed that he was given to understand that some of the citizens had entertained doubts as to whether the project would be carried out. He remarked that the undertaking was a big one and in view of the nature of the ground on which the building is to be placed every precaution had to be taken to ensure the stability of the foundations. This had necessitated consultation with experts, but he was glad to say that all doubt on the subject now had been removed and the contract for the foundations had been let. The foundations would be very costly, but the method by which they would be constructed would ensure stability.

Mr. Marpole added that one of the objects of his journey here was to consult with Mr. Rattenbury, of the British Columbia Construction Company, and with Mr. Rattenbury, the architect. "I can assure you," he remarked, "that we have given a great deal of thought to this project, and that we do not intend that any delay in the work of building the hotel should take place. The contractors will have to work accordingly."

Mr. Marpole also said that the papers providing for the purchase of Mr. Pendray's property would be signed today.

The new C. P. R. wharf is another undertaking in which Mr. Marpole takes much interest. He pointed out that the wharf would be a great improvement. The steamers will be able to come straight into the harbor and tie up without any delay. An overhead bridge will be constructed on the wharf for the convenience of passengers. This will allow the passengers to walk straight from the decks of the steamers to the street, and will obviate the necessity of them having to dive down an incline among the delivery carts and other impediments, as at present. Mr. Marpole hopes that the British Columbia Electric Railway Company will meet the new situation by promoting a line along Belleville street, so that the people arriving at the wharf will be able to step off the steamers onto the streets cars. This matter is, it is understood, now under consideration, forms part of Mr. Marpole's mission to the city.

Mr. Marpole concluded by saying that the President of the C. P. R. will be here in a few days to look into various matters in connection with the hotel construction.

CHICAGO MAN'S VIEW OF BOUNDARY

Large Investor Says the Greenwood Mines are Looking Very Promising.

Grand Forks, B. C., Sept. 5.—S. P. Brannan of Chicago, who owns large mining interests in the Boundary district, recently visited the various mining camps. In an interview he said:

"I am deeply impressed with the extensive development that has taken place in Greenwood camp since my last trip West a year ago. Public attention was then almost exclusively devoted to the Providence mine, the first property to demonstrate the richness of the high-grade dissure veins on both sides of Boundary creek. A large portion of the dividends regularly disbursed by the Providence go to Chicago investors. The Providence is looking better than ever. Although a depth of three hundred feet has been reached, the ore reserves are estimated at over $125,000. This is a good showing when it is realized that 60 per cent. of the purchase price has been paid out of profits, exclusive of dividends earned since the incorporation of the company was effected. A new compressor plant was ordered from Chicago a month ago.

"The Elkhorn during the past year has also demonstrated the possibilities of the camp paying handsome dividends every three months. Other high-grade properties in the same camp are being developed and give promise in the near future of rivaling the older mines. I refer especially to the E Pluribus Unum and the Helen, both of which obtained substantial returns from recent shipments to the C. P. R. smelter at Trail. The Helen may yet prove to be the bonanza mine of Greenwood camp. It has a lead averaging ten inches wide, and the ore varies from $150 to $300 per ton, 90 per cent. of the value being gold. In the Providence and Elkhorn, located in the north belt, the silver values, on the other hand, predominate. I went through the workings of the Helen, whose ore reserves are estimated at $75,000. This forms a good object-lesson of the profits in the Greenwood high-grade belt, as the Helen was a mere prospect six months ago.

"I am interested in the Barbara, Chicago syndicate, that purchased the Barbara several months ago. I shall have an encouraging report to make to my colleagues on my return to Chicago. The plan of development has been intelligently carried out. At the 90-foot level the showing in the bottom of the shaft