MINES AND MINING

By H. MORTIMER LAMB

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The fifth annual general meeting of the Crow's Nest Pass Coal Company was held in Toronto on March 17th. A report was submitted by the directors, showing that the net profits for the year ending December 31, 1901, after paying all operating expenses and all charges of every kind at the head office and mines, amounted to $270,848.29. This sum is made up from profits on the sale of coal and coke, and also from the house rents, electric lighting, waterworks, etc., at Fernie. After distributing a dividend equal to 10 per cent. per annum, a balance of $28,142.89 is carried forward to profit and loss. During the year the company issued $500,000 of new stock, at a premium of 60 per cent., and this premium, amounting to $300,000, was also added to the profit and loss account, making a total sum at credit of that account, including the amount already there from the earnings of 1900, of $517,017.41. The coal produced during the year aggregated 425,457 tons, as compared with 220,458 tons in 1900; while coke production increased from 73,496 tons in 1900 to 125,085 tons in 1901. During the year the company's expenditures reached the considerable total of $2,265,548.06, of which sum $911,407.15 represented the mine payroll, as compared with $419,037.09 paid out as wages in 1900. Additions to plant, new coke ovens, and development work at Coal Creek, Michel and Morrissey represented further expenditures amounting to $830,165.57. The number of men actively employed at the company's works at the end of last year was 1,312. At Fernie 112 new coke ovens were built in 1901, making a total of 424 ovens at this point, while 212 new ovens were built at Michel. The present capacity of the works is 1,000 tons of coke per day. In view of the discussion recently raised in connection with the fuel supply question, the following statement by Senator Cox, the president of the company, is interesting. He said: "Our present capacity for coke is about 1,000 tons per day, or nearly four times the present requirements of British Columbia. Our present output or capacity for coal is also very largely in excess of any requirements that have been made upon us in British Columbia, and we are still expending large sums of money in the opening up and development of new mines at Michel and Morrissey creeks. * * * I wish to give an unqualified denial to the untruthful statements that have been persistently circulated, that British Columbia interests have been discriminated against, either in the price of the article, quality or in the supply required, as such statements are entirely without foundation in fact." During the year 42,036 tons of coal and 85,028 tons of coke were supplied to the home market, while 90,640 tons of coal and 85,047 tons of coke were exported to the United States.

SALE OF THE SILVER CUP.

The sale the other day of the Silver Cup mine, in the Lardeau district, for the large sum of half a million dollars, is one of the most important transactions of the kind recently recorded. It is of peculiar significance because the group is situated in a comparatively new district, and not as yet—although this will ere long be remedied—provided with adequate transportation facilities. It is also worthy of note that the purchasers are local men, who have, as owners of other successful and profitable mines in the same neighborhood, had every opportunity for investigating conditions and of judging of the permanence and value of ore-bodies in that district. In purchasing the Silver Cup they express in the most convincing manner possible their confidence and belief in the future of Lardeau mining. The property, which was owned and operated by the Sunshine, Limited, an off-shoot of the Lillooet, Fraser River & Cariboo Goldfields, has already produced something like a quarter of a million dollars' worth of ore, and was the first mine opened in the Lardeau. The ore is an argentiferous galena, of not, however, exceptionally high-grade as compared with values obtained from some of the other mines in the Lardeau, and averages about 35 per cent. lead, 145 to 150 ounces silver, and $4 to $5 in gold, or a total value of $10[illegible] per ton. There is said to be a large tonnage in sight, and when the railway now building is completed, costs for $15 per ton has been until now charged for the short haul to Thompson's Landing, will be very materially reduced.

THE OUTLOOK FOR MINING.

Speaking generally, the mining outlook in British Columbia was never brighter than at the present time. On Vancouver Island the most important developments are taking place in the Mount Sicker district, and most gratifying progress is being made, both as regards the development of the mines and in the work of erecting the smelters, both at Ladysmith and Crofton. Recent news from the West Coast is, however, of a less satisfactory character, the statements which appeared in an issue of the Times to the contrary notwithstanding; but the West Coast has always been a difficult country, and one must be patient until depth is attained in mines there and operations can be carried on below the distance influenced by local geological disturbance, when more encouraging results may be hoped for. Texada also for the meanwhile is under a cloud, in consequence of the trouble at both the Van Anda and Marble Bay mines, but so far as the latter is concerned at any rate, the difficulty is only of a temporary nature. Prospects for placer mining in Atlin, Omineca and Cariboo are decidedly promising, and not only have weather conditions been more favorable this winter, but a number of companies which last year completed their equipment will this season for the first time be in a position to commence active production operations. In the Slocan the output is steadily increasing, and the list of producing mines continues to grow. It is now reported that the lead smelter at Grand Forks is to be again blown in, and that the Americans can trust proposes to once more bid for British Columbia ores. Whether this is true or not, it is certain that the efforts that have been made to improve the conditions under which lead mining is being carried on in the Slocan has had and will continue to have a stimulating effect. In Ymir and Nelson the situation remains unchanged, with the Hall mines in full blast and considerable activity at Ymir. Rossland is making an excellent showing, and has now quite recovered from the evil influences of the strike. Last week the strike at the Northport smelter was declared off, and the union disbanded, in consequence of the decision of the Western Federation to discontinue supplying the smelter with men. The Centre Star, which is shipping at the rate of about four carloads a day, is expected to shortly increase its tonnage output to 10 carloads, or 300 tons daily; and Le Roi No. 2 is also preparing to ship on a larger scale. It is impossible to over-estimate the importance of the recent strike in this mine, and altogether Rossland has good cause to be satisfied with the outlook. In Boundary there is no cessation of activity, and the shipments, which approximate ten thousand tons a week, will shortly be still heavier when other furnaces at the Granby works are blown in and smelting operations are commenced in June next at the Sunset Co.'s smelter at Boundary Falls. A correspondent from Greenwood meanwhile informs me that there has been considerable inquiry for mining property of late on the part of capitalists, an important deal for a group of claims, known as the Arlington Bluff, near Greenwood, and Rock Creek, respectively, having been closed last week. East Kootenay is also beginning to wake up, and it is said that in the course of a few days a full force of between 60 and 70 men will be employed at the Worth Star, while excellent progress is being made on the Sullivan smelter. Reports from the Windermere district are particularly favorable.

TO RAISE THE ISLANDER.

Contract Signed to Reclaim the Ill-Fated Steamer.

Efforts are to be made to raise the steamer Islander, which sank in about 40 fathoms of water after contact with sunken ice in Stephens Passage on the morning of August 15, causing the death of 42 of her company. A contract was signed yesterday morning between Lloyds Salvage association, of London, England, through their local agent, Capt. J. G. Cox, and Surtess Hope, a commission merchant, shipping broker, and customs agent of Seattle, whereby the latter agrees to attempt to raise the steamer in consideration of receiving 75 per cent. of the value of the liner after she is floated. The negotiations which have resulted in this contract have been going on for some time, and some Victoria parties have also offered negotiations with the Salvage association to raise the steamer on a percentage basis. Lloyds have agreed to accept the terms of the Seattle man, and by the agreement he is to commence work within 60 days, and a certain term—the length of which has not been given out—will be given him for the completion of the work.

The first work will be to locate the lost vessel, for as yet her position has not been discovered, and the exact spot in which the wreck lies is unknown. She is generally thought to be in about 30 or 40 fathoms of water in Stephen's Passage, and even when located, the work of raising a wreck from such a depth will be most difficult. Divers could not work at such a depth in the ordinary diving gear, for the pressure is too great, and the work would carry with it even more danger than the raising of the sunken ship Andelana, which still lies in Tacoma harbor, and one diver gave his life in the attempts to reach her. Rubbed apparatus and other special gear has been invented for such work, but even with the stronger gear the work is hazardous.

One of the most recent inventions of this kind is now being completed by the chief engineer of the lost Islander, Mr. Brownlee, who was one of the men who escaped. He has invented an armored diving caisson of novel model in which a man will be able to work at extreme depths, going to much lower depths than than in which the Islander lies. The new gear is built strongly, and after the shape of a bell with covered bottom, and three legs are placed beneath to give it a stable rest. The diver works inside the bell, which is lowered into the water with three strong wires worked on the same winch, and there are two air pipes, an outlet and inlet running between the wires. The diver enters his submarine cage at the surface through a manhole, which is closed watertight, and on all sides there are closely tightened dead lights to give him light. Inside there is a motor which works a propeller connected through knuckle joints to the outer watertight, and with this propeller the diver hauls his cage forward. There is a telephone inside by means of which he is in communication with those at the surface, and arrangements are made for the working of several long arms attached by knuckle joints, with which the diver can handle ropes like a gardener prunes trees, the arms being each provided with hand-like pincers to grasp and work the ropes—for the diver remains inside the bell throughout, and inside he is safe from the terrible pressure which would mean instant death to a diver in the ordinary shallow water apparatus.

With such apparatus the workers on the ocean's floor would be safe even at the depth in which the lost Islander is thought to lie, and it will only be by means of such apparatus or strong gear that the wreck will be raised. The work of locating her will be more simple for that can be done from the surface. When located the wreckers will no doubt endeavor to get strong wires around her as the salvers who have been endeavoring unsuccessfully to raise the ship Andelana have been doing. The divers will be sent down to endeavor to get the ropes around the iron hull of the sunken steamer, and with heavy barges on the surface the wreckers will then hoist the vessel and carry her to shallower water, or if possible to the beaches at Hilda Bay, where the hull can be temporarily repaired and made sufficiently seaworthy to reach a dock where she can be hauled out. The extreme depth will, however, make the work extremely difficult. Diver Baldwin lost his life there, he being hauled to the surface dead, and on another occasion Diver Beck with insensible for 24 hours after making a descent to the Andelana.

If Mr. Hope and his associates—for he is understood to be backed by a syndicate—are successful, they will earn a considerable profit by the salvage of the Islander, for as well as the iron hull, machinery and boilers, they will secure about $30,000 in gold, which was in the care of the purser of the Islander, and went down in the steamer's safe. The safe will probably be in the iron hull of the sunken vessel, although the deck on which the purser's office was placed, and the large companion way leading from the passenger deck to the dining room not far from where his office was situated, was found on the beach. Experienced wreckers believe that this deck was broken by the crushing of the hull by the great pressure, and when breaking the deck would tilt the safe into the hull. Much of the upper woodwork has been found along the shores near the scene of the wreck, and it is believed that all the woodwork of the steamer above the main deck broke away when she went down.

The wrecking of the Islander will be one of the largest and most costly works of its kind, and certainly one involving the greatest difficulties that has ever been undertaken on this coast.

GRAFTON IN HEAVY GALE.

Tossed About and Some of Her Crew Injured En Route to Madeira.

The cruiser Crafton, Capt. John L. Marx, which was commissioned at Chatham on January 14 to replace the Warspite as flagship on the Pacific station, at Esquimalt, arrived at Funchal, Madeira, on February 4, after a very stormy passage from Plymouth, says a naval correspondent. The storm warning was hoisted when the vessel left Plymouth Sound on Friday evening, January 31, and the weather report forecasted northeast gales and a rough sea at the mouth of the channel. This was realized, and soon the vessel had to batten down and secure everything from the heavy seas in which the ship labored. Several accidents occurred, the men falling about or being thrown against ugly corners, and life-lines were rigged along the upper deck. The gale continued until Sunday, and left a very heavy following swell, which produced a pitching that soon incapacited many who had withstood the rolling of the ship. After getting clear of the Bay of Biscay the wind veered to the southwest, and increased in force to a gale, with heavy seas, which this time being ahead reduced the ship's speed to about 10 knots, and delayed her arrival for some hours after the expected time.

The Grafton left Funchal after only a very short stay, and, with one anchor short, the port anchor, when let go, having broken off in the shank. She arrived at St. Vincent on Sunday morning, February 9, having again experienced boisterous weather. She was unable to hold any communication, except by signal, with Madeira, owing to the strong southwest gale and heavy sea; notwithstanding that, she remained there about 20 hours, and arrived on February 26 en route to Esquimalt.

KAGA MARU ARRIVES.

Japanese Liner Makes Fast Trip From Yokohama.

Steamer Kaga Maru, Capt. Echstrand, reached port last night at 6 p. m. after a very fast passage from Yokohama and the ports of the Orient. She had 17 saloon passengers, including the Count Matsukata, formery premier of Japan, and party, including I. Megata, director-general of Japanese customs; G. Matsukata, son of the Count, and Y. Fukai, secretary. Other passengers were Marcus S. Hill, a prominent merchant; Mrs. F. Kiene, Mr. and Mrs. P. A. Cabeldu, Miss D. Kelsy, L. Grimmesey and wife, Y. Mural, S. Kawasaki, S. Gota, Y. Seki, and S. Koba. There were four intermediate passengers, H. W. McGill and three Japanese. For Victoria the steamer had eight Chinese passengers, and for Seattle she had one Chinese, 54 Japs, and ewo European steerage. The cargo of the steamer amounted to 2,623 tons, 24,378 packages. Of this 72 tons, or 3,877 packages of rice, and general merchandise were landed at the Outer wharf. For Seattle there were 7,478 packages, and the remainder of the cargo was for Tacoma, San Francisco, Portland, and many Eastern points. The Kaga Maru had a fair passage, with a following sea. When crossing the meridian she experienced a heavy gale, which washed in her decks and sent some salt water into some of the cabins.

ORIENTAL LINERS.

Empress of India and Tosa Maru Outbound For Yokohama.

R. M. S. Empress of India sailed for the Orient last night from the Outer wharf, and today the steamer Tosa Maru, of the Nippon-Yusen-Kaisha line will arrive from Seattle, and after embarking passengers and loading freight, she will sail for ports of China and Japan. The Empress had a large number of passengers, and a heavy cargo. The Tosa Maru will have among her passengers H. S. Mayer, an American, formerly resident at Yokohama, who has been arrested in St. Paul, and is being extradited on the charge of having forged the bonds of a laundry company in Yokohama. The steamer will have a full cargo.

BOSCOWITZ SAILS.

Was Well Filled With Freight and Took Many Chinese North.

Steamer Boscowitz left for Naas and way ports this morning, with her decks covered with piles of lumber and her hold filled with miscellaneous supplies and general merchandise for the canneries and way ports of the northern coast. Her 'tween decks was crowded with a large throng of Chinese cannery employees who with their matting, their opium pipes, alarm clocks, chickens, pigs, and general possessions, were being carried to several northern canneries to make ready for the coming season's work. Among the saloon passengers were two of the sons of the late R. Pidcock, Indian agent at Quatiaska Cove and Alert Bay.

SPRING INRUSH.

Immigrants Flocking Into the Canadian Northwest.

Winnipeg, March 24.—The Immigration department and railway officials have been busier than at any time this season attending to the spring inrush of settlers. Between Saturday afternoon and this morning eight colonist trains have arrived in the city from the East. There is every evidence of a very prosperous year for the Canadian Northwest.

STRANGE STORY.

Man Says He Aided in Killing of United States President.

Baraboo, Wis., March 24.—Jacob Steinman, who was taken to Waupum on Saturday under arrest on a charge of burglary, told Sheriff Stackhouse that he was an anarchist, was present at the lodge meeting when Czolgosz was selected to assassinate President McKinley, and tied the handkerchief over the hand of Czolgosz just before the murder. He further said that a well known woman was one of the principal instigators of the crime.

GOLD SOAP
Cleaner Clothes.
Lighter Labor.

Seamer Tees At Vanconver

Reports Finding of Lee Who Was Drowned In the Skeena.

Weather Very Mild In North and Navigation Will Open Early.

From Our Own Correspondent.

Vancouver, B. C., March 24.—The steamer Tees arrived from northern British Columbia points tonight. She brings news of the finding of the body of the old German soldier Lee, who was drowned three weeks ago in the Skeena. The face and hands were partly destroyed by fish, but it was thought from the appearance of the body, that if Lee was murdered as has been suspected by his Indian companion on the day of the fatality he was not killed before being in the water, as there were no marks of violence on the body as far as could be ascertained. The fact that the Indian told conflicting stories, acted suspiciously, and when informed that he was suspected, leaving the country leads to the suspicion that he was in some way responsible for Lee's death. The most widely accepted theory now is, that Lee and the Indian had been drinking, and when in the middle of the river had a scuffle, the Indian throwing Lee in the river or the two men falling in together. The canoe being found right side up, with a hatchet and other things in the bottom suggests that the Indian was in the water as well as Lee, and the canoe floated away from the two men, the Indian swimming ashore and Lee being drowned.

A great quantity of snow has been falling up north, particularly on the Skeena. The weather, however, is exceptionally mild, a canoe having come right through from Hazelton with but three small portages over the ice. This is an unheard of performance at this time of the year. Capt. Cunningham, of the steamer Hazelton, says that he will be able to make the trip to Fort Essington by April 20, which will beat all records, the trip never having been attempted previously before May.

The news from Fort Simpson is meagre. There has been no wire since October.

The Rogers mine at Goose Bay is looking well and men are constantly engaged opening it up. Mr. Rogers says he knows he has a good thing, but he is not going to develop it on the "brass band" principle, so has nothing to say.

The passengers on the Tees are as follows: H. H. Welch, G. C. Johnson, H. J. Smith, G. H. Cormie, J. Blois and D. A. Good. The consignees are: Hudson's Bay Co., M. W. Waitt & Co., Saunders Grocery Co., Wilson Bros., Mrs. Tennant, T. J. Landsberg, W. H. Dempsey, R. H. Todd & Son, M. Gutman, Victoria Steam Laundry, S. Leiser & Co., F. R. Stewart, E. E. Leesen, Albion Iron Works, S. J. Pitts, Findley D and Brodie.

CUBAN PRESIDENT.

In Washington Discussing Prospective Change of Regime.

Washington, March 24.—Estrada Palma, the president-elect of Cuba, met President Roosevelt in his official capacity for the first time tonight, when the former was the guest of honor at a small dinner at the White House. While the affair was largely of a social character, the prospective transfer of Cuba from the United States to the new government was discussed. It was expected that this matter would be finally determined at the gathering tonight, but it is said the occasion still remains unsettled except that the transfer is certain to take place in May. Palma and his companions will remain here for some days.

LETTERS TO THE EDITOR

THE BRIDGE QUESTION.

Sir,—I repeat again what I said before, that the majority of the candidates at the last municipal election, advocated a stone bridge for Point Ellice, and I believe the majority of those elected advocated the same. We were given to understand that Mr. T. C. Sorby's plan, if carried out, would not cost over $150,000, that that was his estimate. We know that architects and engineers always give an outside figure and we do know that in the case of the High School building the successful tender was in round numbers, $8,000 below the architect's estimate of $30,000. Now, if a saving of $8,000 can be made on an estimate of $30,000 on a brick building, surely a much larger saving can be made on a stone structure, where the stone can be supplied in such large dimensions and where the majority of the stone need not be dressed, but can be split to such a nicety that if the crevices are properly filled in with the best cement, a substantial structure can be erected at a cost much less than the estimate. The Council has $90,000 on hand, the Tramway company offered $20,000, and the provincial government offered $30,000, making in all $140,000. I think I am correct in this, if so, and the architect's estimate is only $150,000, surely the City Council would be authorized in calling for tenders for a stone bridge, to see what it could be erected for. Possibly there might be a saving on the $140,000. And I repeat again that it would be very unfair to the citizens of Victoria to force an expensive steel bridge on them, one that would need $1,000 a year to keep in repair, and whose life would not be over 50 years, when possibly for the amount already raised or guaranteed, a substantial stone structure could be erected, one that would not be an annual charge on the taxpayer, one whose life would not be only 50 years, but a bridge when once erected, would be no further charge on the city, and one that would be a bridge when it is once paid for and for all time to come. In the other case, by the time the bridge is paid for it is worn out and then you have no bridge again. Another view to be taken is that the labor and material would be supplied at home. The spending among our own people of all the money would more than counter-balance the small extra cost if there would be any extra cost whatever which I very much doubt if there would be, if you take into consideration the annual charge of repair and the length of time the different structures would last. Let the architects and contractors give a bid and then let the people decide what they want, and then the aldermen will be relieved of all responsibility if a mistake is made. If the people now sit idle by and let the Council go ahead, perhaps the Council will be relieved from all responsibility, as there was sufficient time and warning to the people to take the matter in hand and let the Council know what they do want. The Council say that the limit of taxation is reached and that in a few years a bridge will have to be erected at the foot of Johnson street, and that the sewers must be extended, and that money is needed everywhere, and that on that account there cannot be money enough raised to erect a stone bridge. Well, if the Council allow the trustees to go ahead and increase salaries and make mistakes in letting contracts so that extra money must be raised for the building of schools, as was the case in the present High School building, it is no wonder if the limit of taxation is reached without there being sufficient funds for the general and very necessary expense of the city at large. No, give an American company a contract to build us a steel bridge. Tell them that they can come to Victoria and vote in our municipal elections; tell them that we are fools and idiots, and that we want some one to come and kick us and let us know that we are nobody, and then perhaps the next generation will awake to their senses when it is too late to be of any good.

A. R. SHERK.

March 22nd, 1902.

TAXATION.

Sir,—The complaints re taxation on mines made by the members of the Associated Kootenay Boards of Trade during their visit in this city, opens up an important question, not only to the district which they represent, but equally so to this city and its surroundings. Vancouver Island is acknowledged to be essentially rich in its mineral resources, consequently the hardships of the present form of taxation on mines as practically stated by the delegates and founded upon their experience in the Kootenay districts, should receive the urgent and favorable consideration of the government and those who have the interest of the future of this province at heart.

Taxation is, if I may term it so, a necessary evil; still, the main object should be to obtain revenue without, as it were, "killing the goose that lays the golden eggs." It is not unusual for governments and corporations deeming it to be to their interests to not only exempt from taxation, but even to subsidize and grant bonuses to railways and other kindred industries which are likely to create population and develop the resources of the country. If this is true, why should this province in any way discourage investment of capital in our mines, by making their claim for taxes come, as it were, as a first charge on the property, irrespective of whether the capital invested obtains a fair return for its investment or not?

It is known that among the mineral deposits of this country there abound vast quantities of low-grade ores. When considering the enormous increase of population which would be required in the development of such mines, together with the heavy expenditures of money for mining and smelting, with to the investor at most the prospect of a moderate return for the capital invested. Then one may be led to conclude that it would be but just and fair that enterprises of this nature distributing large amounts of capital and expending nearly the whole results of their efforts in the employment of labor, should be carefully fostered and encouraged to the fullest extent, until they become paying investments. Taxation before then simply means oppression, and to say the least, a short-sighted policy. Mines, like individuals, when prosperous, can well afford to contribute a fair share of their gains to the revenue of the country without any just reason of complaint, while if otherwise, they could not afford to do so. This province cannot go far wrong by following the British basis of taxation, namely, to levy taxes on individuals, companies and real property in proportion to their gains. This phase of the subject should make it apparent that it is absolutely necessary in the interest of this province, that we and our legislators, should at once stand united in one effort to remove the necessity of such an injurious form of taxation, and support any provincial government that is prepared to make a firm demand on the Dominion for a readjustment of the terms of union and the return of a fair share of the increased revenues which they collect in this province in the shape of customs and internal revenue duties. For, as matters stand, now our local government be expected to provide funds for the expenditures necessary in fostering and encouraging mining, railway and other developments, in return for the united sources of revenue left at their disposal. While the Dominion continues to collect and absorb the main resources of the province without any corresponding outlay on their part.

S. J. PITTS.

PUBLIC LIBRARY.

Sir,—I learn that Mr. A. Carnegie, in his generosity, has made a proposal for the benefit of this city. Now, when our wiseacres discuss the site for a public library will they consider a suggestion I venture, with great diffidence, to make? Before the James Bay mud flat is filled in, erect a brick building about the centre of the causway, but on the new shore side, having on the basement a marine aquarium; on the ground floor, level with the causeway, reading rooms, and on the first floor, the public library. Surely the province, the city, and possibly the Dominion, would contribute to an aquarium for the wonders from the depths of the Pacific ocean! What an enormous attraction to the tourists! Later on this building would be the lobby or foyer of an opera house. It is well to look ahead. Verbsap.

NEW TIMER.

MARINE NOTES.

Steam collier Victoria passed up on Sunday.

Steam collier Tellus is due, and the steamer Umatilla is expected to arrive this morning from San Francisco.

Steamer City of Seattle sailed last night from Seattle for Skagway via Vancouver. At Vancouver she will embark Governor J. H. Ross, who is returning to Dawson from Ottawa, and H. T. Wills, manager of the Canadian Bank of Commerce who has been passing the winter on the outside. Another notable passenger was James Butler, who with his brother Richard, is among the pioneer successful gold operators of the Klondike.

The inbound Oriental steamer brings news that the Northern Pacific liner Victoria had a rough trip from this port to Yokohama. The second day out from this port the Victoria encountered a violent gale and snow storm and was obliged to heave to for several hours, rolling and pitching fearfully. Miss McKenzie, the stewardess, was thrown across the saloon by the pitching of the ship and was quite seriously injured, and a Chinese fireman was also injured in the same way. Despite the gale, however, the Victoria made good time and crossed in 14 days.

AT OTTAWA.

Ottawa, Ont., March 24.—(Special.)—The Minister of Militia stated tonight that it is not yet decided how many militia will be sent over to the Coronation. He is still awaiting further advices from England. The raising of the regiment would under the rule adopted by the government devolve solely upon a much larger saving can be made.

A railway act amendment will be introduced by Mr. Blair, stipulating that the majority of directors of railway companies incorporated by the Parliament of the Dominion must be Canadians.

The government is considering the advisability of offering a fourth contingent for service in South Africa. It is felt they would be of material assistance at this juncture in relieving one of the hard worked British regiments. Mr. Fielding will neither confirm nor deny report tonight.

The budget debate is still in progress. The Conservatives were defeated by 24 to 20 in Senate today in a resolution ordering the return of minutes striking the committees.

Col. Evans writing to Ottawa friends says four cases of smallpox developed on board the Victorian. The cases landed at Capetown, and the transport went on to Durban.

Mr. Borden will move this session to extend the time for militia training to 19 days.

THE REBELLION IN CHINA.

Passengers by Kaga Maru Tells of the Insurgents Plans.

Advices were received by the steamer Kaga Maru, which arrived yesterday, that the rebellion which has made such a successful start in Kwangsi, is a well planned movement for which the reformers have been working for many months. Dr. Sun Yat Sen, who led the abortive rebellion of a year ago, and who was rescued from the agents of the Chinese government in London by the British government, and who has been plotting against the Chinese dynasty for some years, is one of the leaders of the movement, which he directs from Yokohama.

Marcus S. Hill, a Yokohama merchant, awho was a passenger on the Kaga Maru, heard details of the propected movement from Sun Yat Sen in Yokohama. Mr. Hill says that if, as the cable reports, the rebels have captured six cities and the troops of the government are going over to them, the movement will be successful. According to Dr. Sun Yat Sen, there are fifty thousand troops who have offered their services, and who were armed with modern rifles. These men formed the nucleus of the attacking government forces. All these men are prescribed by the Imperial authorities, the majority of them having fought in other rebellions. The objective point of the rebels is Canton, a rich and densely populated Chinese walled city, towards which the rebels are fighting their way. The countryside thereabouts, according to the leader in Yokohama, is ready to join the movement against the dynasty, and with one or more successes early in the movement, the rebellion will reach its objective point. In his junta in the Japanese port, Dr. Sun Yat Sen has the list of the supply of cannon, small arms and various sorts, spears even, ammunition and other impediments of war, which his agents there has forwarded. He has also the list of treasure in rich Canton, in whose eight treasuries it is estimated there are over fifty million dollars in silver bullion. To seize the treasure and the army of arms and war munitions locked up within its walls, the rebels are moving toward Canton. The plans are to attack, and if possible, take Canton, and with the monies and arms seized there, the forces which will have flocked to the standard of the rebels, will be great. Sun Yat Sen is confident of success, and he believes that the present is the most opportune time that the movement, which has been so long and carefully planned, could have been launched, for drought, hatred of foreign domination, and other reasons, have made the people of South China ready for revolt.

The steamer brought no particulars of the capture of the towns taken, but the files had advices of the arrivals at Kwantung of thousands of refugees, who were hurrying from the rebel advance. The Hongkong correspondent of the Jiji of Yokohama, wired that the whole state of Kwansi was said by the refugees to be in a state of revolt. The despatch continued: "The various villages under the jurisdiction of Yulin Chow have been sacked and burned down. The imperial section is devoid of influence. The insurgents are possessed of arms of the new model."

TEACHING HER A LESSON.

A certain pretentious shopper, after teasing the shopman of a millinery establishment beyond the forbearance limit, pompously ordered a reel of cotton to be sent to her house. It was agreed that she should be made an example of, and a warning to her kind. She was surprised, and her neighbors were intensely interested, soon after she arrived home. A common dray, drawn by four horses, proceeded slowly to her door. On the dray, with bare arms were a number of stalwart laborers. They were holding on vigorously to some object which she could not see. It was a most puzzling affair. The neighbors stared.

After a deal of whip-cracking and other impressive ceremonies the cart was backed against a curb. There, reposing calmly, and in the centre of the cart floor, was the identical reel of thread which she had ordered. With the aid of a plank it was finally rolled, barrel fashion, to the pavement. After a mortal struggle it was unwinded on the purchaser's doorstep. The fact that the purchaser came out a little later and kicked her prongety into the entire detracted nothing from it.—London Tit-Bits.

ALL THE DIFFERENCE.

The following conversation took place during a recent election in Cumberland between two free and independent citizens:

"Wot's these 'ere Socialists, Jack?" questioned one of the other.

"Well," replied the other, "It's this way. If yer had two carriages and two horses, you'd give me one, wouldn't yer?"

"Just think I would," replied Bill.

"An' if you had two fields, you'd give me one, wouldn't yer?"

"You bet I would," said bill.

"You're a Socialist—a born Socialist. If you'd two pigs you'd give me one, wouldn't yer?"

"Nay, I wouldn't," replied Bill. "Before I'd give yer one I'd fight yer fore it!"

Bill had two pigs.—London Tit-Bits.

BOSCOWITZ ARRIVES.

Steamer Boscowitz arrived last night after a stormy trip, which obliged her to anchor on many occasions, from Naas and way ports. From Port Simpson she brought news that the body of Theodore Lees, the cannery man drowned in the slough near Inverness with an Indian, was found and brought to Essington. The remains were much decomposed, and it was not learned whether there were marks bearing out the stories told of suspicion that the drowned canneryman met his death as a result of foul play on the part of the missing Indian, who was the only one of the three to escape. No further news was brought of the finding of wreckage or salmon cases. The body which came ashore near Tongas five weeks ago was buried near where it came ashore, without anything being learned of its identity. The Boscowitz brought down a full cargo of salmon and clams.

Steamer Amur sailed for Skagway She had a heavy passenger list and a fair cargo.

Disciples of Isaac.—Judging from the declarations of intention heard about town yesterday the trout within a radius of twenty miles will be sorely tempted by an army of anglers today. The E. & N. and V. T. railways will carry large contingents of fishermen to the numerous lakes and streams bent upon luring the speckled ones to their doom.

MODERN FABLES

By George Ade. Copyright 1901, by Robert Howard Russell.

A MAN and Wife had three Sons. The first, named Abraham Lincoln Tibbetts, was born in 1862. His name was promptly abbreviated to Link.

The second, who arrived in 1872, was christened Ulysses Simpson Grant Tibbetts. This was too long, so people called him Chub.

The third was of the Vintage of 1882, and his name went into the Register as Chester A. Arthur Tibbetts; but, in the interest of Euphony, he was dubbed Art, because Art is Long.

The Tibbetts Family lived in the City, and Link, the first-born, enjoyed all the Advantages of Life in an Apartment Building. He went to a Graded School and picked up so much Knowledge that at the age of 12 he could see his Parents down in front of him and tell them

ART.

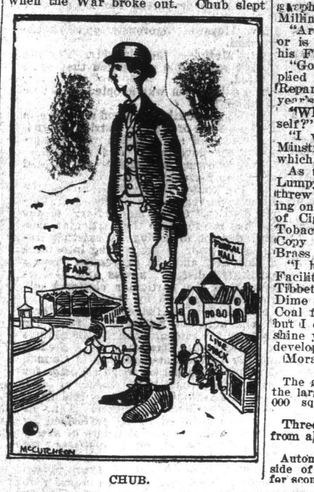
Things they did not know. At 14 he was so far along that he knew how to die in Bed and have his Mother bring his Breakfast up to him. He went to Dancing School and learned to play all the "Pinafore" music on the Upright Agony Box. Sometimes he chided Mr. and Mrs. Tibbetts for not having as much Money as many of the People met at Dancing Parties. He had about as much Application as a used-up Porous Plaster, and he worried more about his Complexion than he did about his Business Prospects.

Mr. Tibbetts gave him a Desk at the Office and called him Assistant Something. His Duties consisted of looking at the Clock and writing Notes to the Gazelles he had met the Night before. If he had been set out on the Pavement and told to Root for himself, it would have broken him of the Habit of Eating.

Link was whatever they called a Lobster in 1880. Mr. Tibbetts realized that City Life had an enervating Effect on Boys, and made them Superficial and Wise in their own Conceit.

Chub was eight years old and not yet succumbed to the Matinee Habit, so his Parents decided to ship him out to the Green Fields and keep him there until he had developed a Character. Mr. and Mrs. Tibbetts knew that all the Men of Sterling Worth mentioned in Political Biographies had been raised on the Farm. They figured that if Chub could be left in the Country to run with the Live Stock, he would grow up to be a Sturdy and self-reliant Character, with no hankering for Soda Water and the Military Schottische.

Therefore Chub was sent out to live with Uncle Jabez Quackenbush, an Agriculturist who owned 480 Acres and was still wearing the Away Over Look that the Government had given him when the War broke out. Chub slept



CHUB.

on a Feather Tick up in a Room where they had the Seed Corn hung on the Rafters. Uncle Jabe would yank him out at 4:30 G. M. and keep him in the Field until the early Candle-Lighting, so that usually he had two Meals in the Dark. On Sunday he and the Hired Hand would sit in the Hay-Mow and read Almanacs. In the Winter he attended a District School and learned to pound Patagonia, but he did not go to any Demoralizing Shows or learn to pick up flip Slang.

When he was 18 he seemed to be past the Danger Period, so Uncle Jabe took him to the Train and told the Conductor where to put him off. On the way back to the City he bought an oval Box of Figs from the Train Boy and lost his Hat out of the Window. When he arrived at Home and entered the House, it sounded like a Crowd coming in. His Mother took one Look and fell backward. There was a Neutral Zone between his Vest and Trousers. Also he had been raising Warts on himself.

For two months after he arrived they kept him under Cover for fear the Neighbors would see him. He gave way at the Knees every time he stepped. If a member of the Opposite Sex spoke to him, he usually backed into something Breakable. At the table he did a Sword-Swallowing Act and drank out of the Saucer.

"We made a mistake in leaving him so long in the Tall Grass," said Mr. Tibbetts. "But now that we have tried the two Extremes, we know just what to do with Art. We shall send him to a small Town, where he may associate with bright Youth of his own age, and yet be away from the distracting and corrupting Influences of the Big City."

Accordingly Art was farmed out to a Cousin residing in a drowsy Corporation of about 1,500 Souls, figuratively speaking. He went to the Grammar School, and what he didn't learn at School at learned in Back Alleys and Box Cars. However, his Parents were happy in the Knowledge that he was beyond the influence of the gaudy Play House, the gilded Buffet and the seductive Dancing Academy. He was out where nothing happened unless the Boys started it themselves. So they started it.

When he was twenty he was sent to the City, an extra fine Specimen of what the Small Town can produce. He had his Hair combed down into his Eyes. He wore a punky little Derby, about two sizes too small. The turn-down Collar was four inches high, and he wore a navy-blue Cravat with a copper-Butterfly for a Scarf-Pin. Further-

LINK.

more, he wore a Suit of Clothes that was intended for a gentile Brakeman. On his Lapel he had a Button Photograph of the Girl who worked in the Millinery Store.

"Are you made up for a Masquerade, or is this the regular Regalia?" asked his Father.

"Go Way Back and Set Down," replied Art, for he knew his Village Repartee and was on so all of last year's Gags.

"What do you propose to do for yourself?" asked Mr. Tibbetts.

"I want to travel with a Circus or Minstrel Troupe, and I don't much care which," replied Art.

As the Boy appeared to be somewhat Lumpy about the Pockets, his Father threw him down and searched him, finding on his person a $2 revolver, a Packet of Cigarettes, a one-pound Plug of Tobacco, a Deck of Playing Cards, a Copy of "Old Sleuth," and a Pair of Brass Knucks.

"I have underrated the Educational Facilities of the Jay Town," said Mr. Tibbetts.

"Link is door-keeper in a Dime Museum, and Chub is putting in Coal for an old and well-known Firm, but I can see that you are going to outshine your Brothers. You are going to develop into a first-class Burglar."

Moral: Keep him in a Barrel.

The gold fields of Western Australia are the largest in the world. They cover 324,000 square miles.

Three Star Martell can be obtained from all dealers.

Automobiles which have a flange outside of a pneumatic tire are being used for scouting on the Transvaal railways.