Lorne Visited Scene of Wreck

Capt. Cutler Says Nothing Can Be Seen of the Broken Lumber Schooner.

Capt. Aspe Tells His Story of the Disaster---The Tilikum's Cruise.

(From Saturday's Daily.)

Tug Lorne, Capt. Cutler, which returned from the Cape yesterday after towing the prop-laden schooner Annie E. Campbell to sea, en route to Santa Rosalia, passed within a short distance of the scene of the wreck of the four-masted schooner Wempe Brothers. The Lorne was within a mile of the breakers off Bonilla Point, where the schooner drove ashore on Tuesday night and Capt. Cutler reports that he could see nothing whatever of the lost vessel. She had been broken up completely, not a stick or spar being left to mark the scene of her destruction. The Lorne left last night for Vancouver to tow the French bark Alice to Port Blakeley, where she will load lumber.

Captain John W. Aspe and the crew of the wrecked Wempe Bros., have arrived at Port Townsend and the captain on arrival gave his story of the disaster to the fine new lumber schooner. Capt. Aspe stated that he passed Flattery at 11 o'clock Tuesday night, and stood up the strait in a heavy fog and but little wind. He tacked a few times, but the heavy currents upset his calculations, and at 4:30 on Wednesday morning he was so close inshore on the Vancouver side that the light from Carmanah shone on deck through the fog. Heavy, mountainous seas were running, and but little wind. The seas were coming south-southwest. At this time there was fifty fathoms of water, but by the time the anchor could be gotten ready the vessel had slipped into fifteen fathoms.

Both anchors were let go, but with these the ship dragged some and struck a ledge of black rock at 5 p. m. At this point there was six fathoms of water under the stern, and ten under the bow.

The weather was thick and threatening, and it was thought best to get the boats ready for an emergency, and at 5:15 all hands left the ship in the boats and pulled outside the breakers to await daylight. At daylight, there being no chance to do anything, a start was made for Neah bay, where they arrived, after a boisterous passage, at 11:15 a. m.

The Wanderer was flagged from Tatoosh while towing the schooner Meteor to sea, and returned to Neah bay and took aboard the captain and crew, and returned to the wreck to see if anything could be saved. Upon arriving it was found that great seas were going over her, and it was only a question of a short time till she would go to pieces. The tug could not even get close to the wreck.

The wreck is located one-half mile east of Carmanah light and one and one-half miles west of Bonilla point. Capt. Aspe says he and his crew were treated kindly by the signal officer at Neah bay.

The Wempe Bros was two years old, having been built at Aberdeen by John Lindstrom, and owned by Oliver J. Olsen & Co., of San Francisco, and was valued at $50,000. Capt. Aspe was a part owner in the vessel, and loses about $5,000 by the transaction.

Capt. Aspe was formerly on the schooner Bangor for ten years plying between Puget Sound and the southern ports.

The members of the crew were Capt. John W. Aspe, First Mate E. K. Seymour, Second Mate Gus Blomme, Cook James Wohona; able seamen, C. Arnsen, Charles Engstrom, Nels Jenson, Charles Olesen, Joe Berger and Manuel Zanbuera.

COSTLY RATE WAR.

Oriental Liners Have Already Lost a Quarter of a Million.

In a review of the Oriental rate war and the reduction of the rate on flour to $3 per ton and wheat to $4 per ton, the Portland Oregonian estimates that the Pacific Coast Asiatic lines are already losers by about $250,000 as a result of the cut rate, and says:

"According to a well posted steamship man, who backs his assertions with the figures, Manager Schwerin's desire to get even with J. K. Van Buren, who left his position with the Pacific Mail to manage the new China Commercial Steam Navigation Company, has already cost the steamship lines operating between the Pacific Coast and the Orient $250,000 in reduced profits. Unless a truce can be established between Schwerin and Van Buren, it is almost a certainty that the loss will run into millions before the China Commercial Company finds it necessary to renew its lease with the Mexican government two years hence.

"The statement that the profits of the various lines have been reduced $250,000 is perhaps not strictly true, for, according to the testimony of nearly all parties concerned, there was little or no profit at $5 per ton. It is rather a case of their losses being increased to the extent of the sum named. The division of this loss of $250,000 by the various lines since the inception of the war, and including the cargo of the Indrasamha, which finished yesterday, and the Algoa, which will finish next week, is as follows: Tacoma (Northern Pacific Steamship Company), 38,000 tons; Portland (Portland & Asiatic Steamship Company), 36,500 tons; Seattle (Nippon Yusen Kaisha), 25,000 tons; San Francisco (Pacific Mail and China Commercial), 22,500 tons; Vancouver (California Pacific railway), 5,000 tons. Total, 127,000 tons. Included in the above figures are a wheat cargo from Portland and one from Tacoma, and also some smaller wheat shipments from both places. Wheat still takes a higher rate than flour, but the reduction was the same as on flour, $2 per ton. The loss through this cut in rates was accordingly $254,000, with an immense amount of flour and wheat still contracted for to go forward at the reduced rate."

THE SOUTH PORTLAND.

Capt. McIntyre Is Hazy About His Flight From Doomed Steamer.

A despatch from San Francisco says Captain John R. McIntyre, who was master of the South Portland, was on the rack all day yesterday, his inquisitors being John K. Bulger and Capt. Bolles, the local United States inspectors of steamships.

It was shown that when the captain gave orders to lower the boats, the vessel was under headway, and this may account for the capsizing of one and the drifting away of the others. He explained leaving on the first boat by saying he had seventeen people in it, and thought best to save them. A rope fouling the tackle caused the boat to capsize. He told of swimming back to the boat, finally righting her and of the trip to Port Orford. He did not cruise about long because in the darkness nobody could be seen. He admitted that he did not practice regular fire drills on board, and that the crew did not know of their knowledge what boats to take.

H. Weber and Al. Bailey, two passengers, were examined. They stated that there was little confusion on board and that few realized the seriousness of the situation.

THE SAILERS.

Aristomene Placed in Quarantine at Port Townsend.

The British ship Aristomene has been detained on the Sound for ten days in quarantine. She came from Yokohama to this port and was in the Royal Roads for some days before she was chartered, but on her arrival at Diamond Head she was ordered into quarantine—a delay which will be costly. The German ship Ariadne has been chartered to take the cargo the ship was to have taken. The Ariadne will proceed to the Sound today in tow of the tug Lorne. The German ship Thalassa has arrived at Seattle 172 days from Antwerp, having encountered fierce storms, during one of which, off Cape Horn, Second Mate Hotetter lost his hold and fell from the main-gallant mast on to the deck and was instantly killed. She had some rough weather during the sixty-four days to the Horn, but it was off the latter that she ran into gale after gale, which at times blew with almost hurricane force. It was during one of these storms that on August 20 Hotetter was carried from the main-gallant mast to his death. He was a single man about 30 years of age and a native of Germany. August 21, the day following his death, his remains were buried at sea.

The Thalassa brought 2,100 tons of cement, pig iron, steel and general merchandise. There are 4,000 barrels of the cement.

THE TILIKUM'S VOYAGE.

Capt. Voss Writes to His Wife Regarding His Travels.

A letter received by Mrs. Voss from Capt. J. C. Voss, who is touring the world in the canoe-yacht Tilikum, dated Tano Island, New Hebrides, on September 9th, says:

"No doubt you will be very much surprised when you get this letter and see that I only got as far as this. After leaving Auckland we sailed around for a little time, but, the wind being from the east, I could make no headway. We therefore turned back, anchoring for the night under that large mountain close to Auckland. We started again next morning at 10 o'clock, a westerly wind blowing. It took me 20 days to get here, and we only sailed 1,100 miles. We had reverse winds all the way. We sailed in here to have a rest for a few days before resuming our voyage. This island is one of the New Hebrides, and is called Tano, or Asore, and the port or place where we are anchored is called Resolution being named after Captain Cook's ship. It was discovered by those aboard the Resolution on August 4th, 1774. This island is inhabited by the worst cannibals in the world. Last night when we got up to the mouth of the harbor we could see no signs of life, and we made up our minds to put to sea again. Just as we turned around we saw a boat pulling out towards us. As it came near we saw that the craft was filled with negroes. We armed ourselves at once. We could not get away if they attacked us, as the wind was very light. Putting on a bold face we steered straight for them. On meeting the negroes they proved to be very friendly. They offered to tow us into safe anchorage, which kindness we accepted. Before dropping anchor three white men, including a missionary and a white trader, came out to see us. They invited us ashore, and the head missionary told us all about the island. It is about 25 miles long, and is inhabited by about 8,000 natives, all of whom are cannibals. Cannibalism is still carried on among them, but they are very friendly to white visitors, so long as they are not bothered. About two miles from here is a volcano, which is very active. I may go up to day and have a look at it. I will be leaving here tomorrow for Thursday Island. At steamer calls here once every two months, and as luck has it, this is steamer day."

TOKAI MARU DISASTER.

Forty-Five Were Lost in the Catastrophe.

It was ascertained yesterday that 45 persons out of 103 who were on board the steamer Tokai Maru were drowned, as the result of sinking of that vessel after having been in collision with the Russian steamer Progress, of Hakodate, Japan, says a cable from Yokohama. The engineer of the Tokai Haru succumbed after having been picked up by the Progress. The malls and all the valuables of the sunken vessel were lost.

The accident occurred at 4 a. m. in a dense fog. The Tokai Maru sank immediately. After rescuing all the persons possible, the Progress returned to Hakodate. She was severely damaged.

The Russian consul is drawing up a statement of the case for the court of inquiry. The Nippon Yusen Kaisha Company's steamer Jinsen Maru, a sister vessel of the lost craft, has gone to the scene of the disaster with divers to search for the bodies of the persons who were drowned.

B. C. Medical Society Meeting

Members And Friends Pay Visit to Esquimalt Yesterday Forenoon.

Afternoon Occupied With Papers Discussion and Election of Officers.

Yesterday morning the British Columbia Medical Society had to cancel their intended visit to Darcy island leper colony owing to the impossibility of engaging a tug for the trip. In lieu of the proposed excursion to Darcy island the society and its guests visited Esquimale during the forenoon and enjoyed the outing very much. The banquet at the Driard last night was very successful. In the afternoon the business, according to programme as published in the Colonist, was carried out as follows: Papers and the discussion on "Surgical Treatment of Cirrhosis of Liver," Dr. J. H. Hogle; discussion opened by Dr. F. W. Hall. "Pathology and Treatment of Tubercular Kidney," Dr. J. B. Eagleson; discussion opened by Dr. S. J. Tunstall. "Contusions of Abdomen," Dr. A. E. Bolton. "Perineal Prostatectomy," Dr. Robert Telford.

The routine business of the society was then transacted, reports were received and read and the following officers were elected for the ensuing year:

President, Dr. Proctor, Kamloops; vice-president, Dr. Boyle, Vancouver; secretary, Dr. Brydone-Jack, Vancouver; treasurer, Dr. Helmcken, Victoria.

The society will meet next year in Vancouver.

MAL-DE-MER.

The omnipresent quack has struck a new line at an English watering place, and is doing good business in a cure for sea-sickness. It takes liquid form and is made up in elegant bottles. A local chemist has been making an analysis and finds that the contents of the bottle (for which he paid one shilling) are water and cochineal. The quack has evidently his wits about him; the "faith cure" has not yet been patented, and there is no risk in selling a colorable imitation.

MINING MAGNATES HOLD CONFERENCE

Governor of Montana Asked to Call Special Session of Legislature.

Helena, Oct. 30.—Governor Toole received a committee representing the Mill and Smelter Men's Union at Anaconda this morning. The committee presented a resolution passed by the union, in which the governor was asked to call an extra session of the legislature in the hope that the situation at Butte and Anaconda might be relieved and the mines of the Amalgamated Copper Company started up. The governor has not yet decided the question. He will leave for Butte to take part in the conference with James J. Hill, Senator Paris Gibson, Senator W. A. Clark and Congressman Dixon.

Dancing Classes.—Upwards of fifty couple attended the cotillon given by Mrs. Lester to her classes in the Alexandra Royal College of Music on Friday night. The event proved very amusing, and those present spent an exceedingly pleasant evening. The form of entertainment is somewhat new to Victorians, but promises to become very popular. It is the intention of Mrs. Lester to give a series of the same kind of events during the winter months.

SEE OUR UNDERWEAR VALUES

Wool Fleece, $1.00 per Suit; All Wool Knit, $1.25 per Suit; Extra Heavy All Wool, $1.50 per Suit. Also Penman's Unshrinkable Underwear at $2.00, $2.50 and $3.00 per Suit.

B. Williams & Co., Clothiers and Hatters, 68-70 Yates Street, Victoria, B. C

A Disturbance In the Heavens

Extraordinary Electrical Display Witnessed In Early Hours On Saturday.

Phenomenon Played Havoc With The Telegraphic Wires in Many Parts.

Those who were awake in Victoria in the early hours of Saturday morning witnessed an extraordinary phenomenon in the northern heavens, an electrical display, which is popularly construed as an unusual phase of the aurora borealis. Streams of brilliant light ascended from dark banks of clouds towards the zenith and the spectacle was at once a beautiful and awe-inspiring one.

Inquiry of Mr. Baynes-Reed, of the local meteorological department elicited the information that the phenomenon was not observed by his department. That it was of a most unusual character and extraordinary in its scope is shown from telegraphic reports forwarded by the Associated Press, as follows:

New York, Oct. 31.—A brilliant display of the aurora borealis early today interfered with the telegraphic service in this vicinity. All cablegrams were accepted subject to heavy delay.

Chicago, Oct. 31.—Serious electrical disturbance said to be due to the aurora borealis or the northern lights caused great interference with telegraph and telephone communication today. Telegraph wires in all directions from Chicago felt the effect, in some localities causing a total cessation of business. Long distance telephone wires were similarly effected, communication being entirely suspended at times. One report said that a huge wave with high force passed through the earth paralyzing the strength of the wires.

New York, Oct. 31.—The French Cable Company gives notice that owing to the extraordinary electric disturbances they are informed by the European administration that business will be subject to heavy delay.

No cables were received from the Colonist's London correspondent; and the Winnipeg representative of this paper reported that all the wires were disturbed in that section.

Was Faithful Unto Death

Thousands Pay Tribute to the Memory of Mrs. Booth-Tucker.

General Wm. Booth's Message to Salvationists Throughout the World.

Chicago, Oct. 30.—Tribute to the memory of Mrs. Emma Booth-Tucker, the Salvation Army leader, was paid by thousands of her friends in Chicago today. At 11 o'clock the body was taken to Princess rink on West Madison street, and will lie in state until 7 tonight. At 8 o'clock tonight memorial services will be held.

Before a canvas bearing in large letters the words, "Faithful Unto Death," in Princess rink, the body rested, while multitudes of Salvation Army followers and friends passed by the coffin.

After a sleepless night spent in prayer and lamentation, Commander Booth-Tucker was led from his room into the rink to look upon the face of his dead wife. Several hundred people who had already gained admittance, were asked to leave, and in solitude the commander knelt for ten minutes beside the coffin. The coffin, guarded by two Salvation Army cadets, stood before the same platform where Mrs. Booth-Tucker once spoke at a meeting conducted by her father, General William Booth.

Topeka, Kas., Oct. 30.—Advices received late last night by the general superintendent's office of the Santa Fe railroad, from the hospital at Fort Madison, Ia., say that Colonel Holland is still alive, but cannot survive and that all the others wounded in the Dean Lake train wreck are improving and will recover.

London, Oct. 30.—General William Booth, commander-in-chief of the Salvation Army, has sent the following message to Salvationists throughout the world concerning the tragic death of Mrs. Booth-Tucker:

"I am suddenly prostrated with grief in the presence of what appears at the moment to be an indescribable calamity and an unfathomable mystery. I can only look up and say to my heavenly Father, 'Thy will be done.'

"My daughter was, after her mother, first among the many noble and consecrated women I have known during the fifty years of my public life. Her loss is irreparable, but so much more need is there for me, for you and for us all, to go on with our work for God and the blessing of our fellow-men. This, however, my heart may bleed, is my purpose so long as He may be pleased to prolong my life."

Chemainus Notes.—The third annual hospital ball, under the management of the Ladies' Auxiliary, will take place next Wednesday evening, the 4th of November. The great success of the two previous affairs will no doubt encourage many once more to partake of the well-known hospitality of the ladies of Chemainus. Loading at the mill are the ships Port Stanley and Semantha. Discharging ballast is the British ship Nivelle. A young man by the name of Robert Crozen, was injured in the sawmill yesterday morning, his hand being badly smashed while working on the carriage. He was removed to the Chemainus hospital.

Glendenning, of Manitou, Ont., delivered an very interesting address at Sooke on Thursday evening last. His subject was "Reeds and Herding," and the information he imparted was most instructive.

Sale of Work.—The Ladies' Aid of the First Presbyterian church will hold a sale of work in the schoolroom on Wednesday next. A large quantity of very useful and exceptionally dainty goods will be on sale. A rare art gallery will be open in the evening.

Friendly Help.—The regular meeting of the Friendly Help Association will be held in the rooms in Market Hall, on Tuesday next, at 11 a. m. All members are requested to attend.

THE WEEK'S MINING

By H. M. L.

Recent news from Rossland is of an eminently gratifying nature. Although little has been said, still until quite lately, a fear has been freely entertained for the future of the Le Roi, and the exceedingly unsatisfactory character of the July and August reports, tender further to strengthen this apprehension that the mine had seen its best days. When Mr. McMillan, the managing director, was here the other day, he satisfied me however that the outlook was not nearly so gloomy as it might appear, and at the same time informed me that a large and seemingly valuable new ore body had just been located at the 1,350 foot level of the mine, which discovery promised obviously to improve the position of the company to a very material degree. At my informant's request I made no reference to his intelligence at the time, but since the announcement has been published as contained in Mr. Farrish's last cable to the directors, there is no further occasion for silence. The cable message reads as follows:—"Have commenced to drive on the line of diamond drill hole No. 7 (previously reported as indicating apparently high grade ore) and south 1,350 level crosscut, prospecting for ledge over 100 feet in width, will occupy at least sixty days' time, so as to prove the value of these ore bodies." It will doubtless be a few weeks yet before anything more is very definitely known of the result of these new developments, but it is generally understood that assays and other tests made so far have proved most encouraging, and that it is impossible to overestimate the value and importance of the discovery. Instead, too, of loss, the last month's report shows estimate profits of $17,000 on ore shipped from the mine, and of $5,250 on ore shipped from the dump. On this occasion matters are reversed, and the mine ore on which the estimated profit is a dollar and a half a ton is more valuable than the accumulations on the dump, which are estimated to yield a profit of a fraction over a dollar a ton.

Of perhaps quite equal importance is the news of the successful results attending the preliminary trial runs of the Le Roi No. 2 Company's new Elmore plant, and the prospect thereby opened up of greater mining activity and prosperity in store for that district. Mr. Couldrey, local manager of the Canadian Ore Concentration Company, in an interview at Spokane, stated last week that when the mine first started a lot of ore was put through the plant for the purpose of "tuning up" the machinery. This ore was exceedingly low grade, inasmuch as it was not thought wise to use good ore at that juncture, and the average in copper was one-tenth of one per cent. The product was concentrated thirty to one, and the resulting concentrate carried three per cent. copper, while the gold recoveries were almost perfect. In view of these satisfactory results, it is now considered that an average recovery of 90 per cent. of all values will be readily accomplished. Mr. Couldrey is reported to have said: "From the results afforded by the trial runs made during the past fortnight it now seems certain that the Elmore system of oil concentration is at any rate from a technical point of view quite workable. Our new 50-ton mill has been running on ore for a little more than two weeks, and the patentee of the process, who has been on the ground, is most satisfied with what we have accomplished. On one run we reduced a $3 ore to a $30 concentrate, and the tailings only ran 13 cents. That of course is unusual. I shall be well satisfied if we save 90 per cent. of the values at the start." "It remains to be seen however whether the process is a commercial success by reducing the costs as to permit of handling our low grade ores at a profit. We expect that the mill can be run at a cost of $100 a day, or $2 a ton. In that case we should be able to market ore going as low as $3 a ton, which is necessarily broken in mining, but would otherwise go over the dump. If the process proves satisfactory, I have no doubt other mills will be built at Rossland. It would pay to put up a plant to handle the big dump of the Le Roi alone. It is estimated to contain 150,000 tons of $6 ore." Already, in fact, it has been announced that the installation of mills of large capacity at other Rossland mines has been agitated for, and ere long developments of importance may be expected to take place. Meanwhile a very large tonnage of high grade milling ore is available at the Le Roi No. 2 for treatment by the new process. Until a year ago the mine was confining shipments to ore running over $16 per ton, and in the course of taking out ore of this grade, a large tonnage ranging in value from $8 to $15 was hoisted and placed on the dumps. So thoroughly is the high grade ore mixed with that of lower value on these dumps that practically the entire quantity can be economically milled. It may here be mentioned that in the case of this ore the mining and hoisting costs have already been charged to profit and loss account, so that the only additional charges to be encountered before the contents of the ore are carried to profit account are those of putting the product in the mill, the concentrating costs and the smelting charges on the concentrated product. The prospect for profitable operations along these lines is very bright.

The work of building heavy bulkheads to close the ends of drifts on the six and hundred foot levels in the Nickel Plate mine, undertaken with a view to prevent the flow of water into the adjoining Centre Star property has now been completed. The Centre Star company entered suit against the Nickel Plate some six months since claiming damage on account of the seepage of water in question, and in consequence the present attempt has been made by the latter to overcome the cause of complaint. Whether the measures adopted will prove efficacious remains yet to be seen; hence the adjournment of the hearing of the case until December next.

The Granby mines in the Boundary district are installing two additional steam shovels for use in loading ore into the railway cars. Work on the new tunnel projected to reach the workings of the Old Ironsides mine at the 300 foot level has been commenced. There is decided activity throughout the district, and development work has recently been resumed on a number of the smaller properties. At the Boundary Falls smelter another furnace is being installed. In the Fairview district the Dominion Company has resumed operations, and an electric power plant is shortly to be put in. More favorable reports have been received from the Stemwinder in the same locality, a high grade ore body having been recently encountered. At Camp McKinney, the Waterloo mine is now beginning to make an excellent showing, another satisfactory clean up, amounting to $10,000, having been made in September.

In Atlin, the Pine Creek Power Co. contemplate replacing the long flume on the north side of Pine creek, opposite Gold Run, by a 1,600 foot tunnel, 6x8 in the clear, to be driven through the bench upon which the present flume fronts. The project is proposed in view of the trouble experienced from the caving of the earth supporting the flume when the frosts leave the ground, usually at the beginning of the season's work, entailing much costly delay. The Atlin Claim thus briefly reviews the past season's operations in the district:

"The mining season just closed in Atlin has been marked by many changes more particularly as regards methods of mining. The passing of placer claims from individual miners to companies has likewise been a feature of the past season. A very large amount of outside capital has found its way into the district, while many of the pioneer miners are leaving for other fields.

"Though much of the older part of the camp has passed or is passing into the hands of capitalists, there is yet much ground available and open for the prospector and miner in the contiguous country to the east and south. This territory has hitherto received but an occasional passing glance from hunters or from men en route to Teslin or the Liard country. Developments during the past season have shown that the Dixie valley is worthy the close scrutiny of miners, and it is a well known geological fact that the gold area is by no means confined to the Pine and McKee watersheds."

The Thibert Creek Mining Company should be congratulated on having had a tolerably satisfactory season although a shortage of water somewhat restricted operations, and in return it will be necessary to make further provision against difficulty on that account. As it is however the company has relatively speaking, and very nearly in point of actual fact, made the best showing this year of any hydraulic mining undertaking in B. C. The three clean ups, representing probably between twenty-five and thirty thousand dollars. That does not compare so very badly with Mr. Hobson's recovery from a property very much better known, and upon which perhaps five hundred dollars has been spent for every one at Thibert creek.

The Tyee mine at Mount Sicker is steadily increasing its output, and it has been found necessary to double the capacity of the aerial tramway system. Last month's production was 4,417 tons and the gross value $58,222.

B. C Medical Council Meets

Fourth Annual Assembly Held in Victoria Yesterday and Today.

Banquet Last Night And Trip to Darcey Island This Morning.

Yesterday morning the fourth annual meeting of the British Columbia Medical Society was opened in the caucus room of the provincial secretary's department, the legislative buildings, with a very fine attendance of members present. There were amongst the medicos the following physicians from the neighboring state of Washington, and they took a very lively part in the discussions which followed the papers: Dr. Eagleson, Dr. Willis, Dr. Shannon and Dr. Burns, all of Seattle; Dr. Gillespie and Dr. Smith, of Everett.

Dr. O. Meredith Jones, the president, began the proceedings with a thoughtful and exceedingly interesting address on medical education, in which he deplored the money-making tendency of so many of the modern medical schools. He advocated the raising of the ideal of medical teaching to the highest standard, and the maintenance of the ethics of the profession. Evil conditions which had arisen should be combatted.

Dr. Brydon Jack, of Vancouver, reported for the chairman of the committee of arrangements for the Canadian Medical Association meeting.

Dr. R. Eden Walker, New Westminster, then opened the debates by introducing the subject of "Pulmonary Embolism." This was a very fine paper and was listened to with great interest.

Dr. R. L. Fraser opened the discussion on the paper and a large number in the audience took part.

In the afternoon the business was as follows:

"Deductions From the Study of Pelvic Disease in the Female Insane." Dr. Ernest A. Hall. Discussion opened by Dr. J. G. Davie.

"Medical Ethics," Dr. A. P. Procter. Discussion opened by Dr. Joseph Gibbs.

Last evening the society and friends met together at the Driard hotel, where a sumptuous banquet had been prepared. The occasion was a very enjoyable one.

Today's business will begin with an excursion to Darcey island leper colony, the steamer leaving Victoria at 9 o'clock this morning, and returning in time for luncheon. In the afternoon the meeting of the society will be continued, when the folowing business will be dealt with:

"Surgical Treatment of Cirrhosis of Liver," Dr. J. H. Hogle. Discussion opened by Dr. F. W. Hall.

"Pathology and Treatment of Tubercular Kidney," Dr. J. B. Eagleson. Discussion opened by Dr. S. J. Tunstall.

"Contusions of Abdomen," Dr. A. E. Bolton.

"Perineal Prostatectomy," Dr. Robert Telford. Miscellaneous business. Reports. Election of officers.

Late Alexis Lamarre.—The funeral of the late Alexis Lamarre took place yesterday morning from the undertakers of the B. C. Funeral Furnishing Company, and at the Roman Catholic cathedral at 9 o'clock. Solemn requiem mass was celebrated by Rev. Father Van Goethem. The funeral service at the church and grave was conducted by Rev. Father Laterme. The following acted as pallbearers: L. J. Quagliotti, X. Marcott, L. Paulou, J. McKenzie, J. Bourget and A. Bailey.

Socialist Meeting.—T. M. Cameron, local organizer of the American Labor Union, will address the regular propaganda meeting of the Socialist party in Labor hall this evening at 8 o'clock. Subject, "The Weakness of Capitalism."

Natural History Society.—A regular meeting of the above society will be held on Monday evening next at 8 o'clock in the caucus room of Parliament buildings. Subject, paper by Mr. Jas. Deans on "The Cairns of Vancouver Island; Their Antiquity and Origin."

WHY LANGLEY'S AIR-SHIP DOESN'T FLY.

First Authentic Statement from the Experiment Headquarters at Wide Water, Va.—Structural Weakness Encountered in the Effort for Strength Combined with Lightness.

The inhabitants of Prof. Langley's "Ark," which still floats on the bosom of the muddy Potomac, opposite Wide Water, Va., from Lieut. Charles M. Manly down to Private Ellison, are as optimistic and mysterious as ever about their efforts to make a perfect mechanical bird.

What has been accomplished in the eight weeks and over that the party of scientists has been experimenting, may be summed up as follows:

One flight of a model, which circled around in the air for a minute and then fell into the water, and which exhibit was claimed by the Langley party to be a satisfactory demonstration that the theory had lost nothing from five years of disuse.

Three attempts to launch a full sized flying machine—all of them failures because of structural weakness.

And the remedying of this structural weakness without increasing the weight of the aerodome is the principal cause for delaying the initial flight of Langley's "buzzard" which is to revolutionize aeronautics.

Another unknown and untested quantity which will figure largely in the success or trial of the device is the motor. And this may fail to perform its functions in actual use even if the structural weaknesses are remedied.

In the construction of Prof. Langley's machine much has been sacrificed to lightness. The aerodrome is constructed of the finest Swiss steel—a marvel of lightness and strength. Sheets of it a little thicker than ordinary cardboard will support a seemingly impossible weight. As to the motor, Lieut. Manly has spent five years in its construction. It weighs but 250 pounds, and will generate about sixty-five pounds horse power, and if it is a success will be the lightest, and at the same time the strongest motor ever made.

PROPELLER SHAFTS WEAK.

In the three trials the failures to fly were caused by weakness of the propeller shafts and their bearings. And the propellers themselves were found to be deficient in structural strength. These propellers, situated at the rear end of the body of the machine, are two-bladed and before the machine can be launched they must make about 600 revolutions a minute, so that when the machine is started it will be sustained in the air. The light shafts on which the propellers revolve have not been equal to the severe strain. Twice the starboard propeller has been wrenched and twisted from its shaft and sent flying into the air from the roof of the house boat. And once the same thing has happened to the propeller on the port side.

It is stated on good authority that to remedy these defects without adding to the weight of the machine is one of the most important problems of the success of the machine, and is practically the only thing that delays an attempted "flight," which every one of the Langley party predicts will be all that has been expected. It is also said by the same authority that the difficulty with the propellers has been overcome by lengthening the sleeves or bearings so that a greater surface of the propeller rod may receive the strain. If this is so, the only thing to be feared, is a defect in the motor.

This wonderful little gas engine is tested daily in the interior of the house boat, and these interior trials, it is announced, have been satisfactory. The construction of the machine is believed to be correct and it will fly, they say, if the means to sustain it and propel it are added.

It will thus be seen that the two most important points in the Langley experiments are yet to be solved—lightness with structural strength and the provision of a motor sufficiently light to propel the machine in its flight. Whether these things will be accomplished is as much a matter of conjecture, so it is said, now as it was when the party went down the Potomac for experimental trials over eight weeks ago.

"I have no statement to make for publication," said Mr. Manly to a World representative. "The experiments we are pursuing must be treated in the same way that all experiments in which the government is interested are treated. When we finish our work, a report will be made to the proper authorities and they will give to the public what they think it should have. Are we ready to fly now? I really can't tell you. All I can say is when we are ready the machine will be launched."

In preparation for the launching the side wings twenty feet long and twelve wide, have been conveyed to the top of the house boat, and rest in canvas covered boxes on either side of the tramway which will carry the machine when it is started on its flight. The wings will now be attached to the body of the machine after it is hoisted to the top of the house boat.

ONLY A FIRST STEP.

It is admitted that even if there should be a flight with any degree of success it will only be the first step in what will be a long and very expensive search for practical adaptation. A careful analysis of the work being done now, together with the tentative admissions of members of the party shows that the machine is little better than theoretical. In its present form—with its complicated mechanism for launching—it could have very little if any practical value. The work of adaptation will be the labor of years. What Langley will demonstrate if his flight is successful will simply be that he has constructed a marvelous machine, its metallic body being almost as delicate as a lace fabric; but it will not demonstrate that it can be put to practical uses from the very delicate nature of its construction and the extreme care with which its weight must be calculated. If the machine flies—and the two most important things have yet to be acomplished to make it fly, it will leave the situation virtually as it was when the model flight was announced to be a success, the difference being that by minute calculation a larger machine has been made to sustain a little more weight.

The World representative sailed from the house boat to Quantice in company with Dr. John Manly a brother of Lieut. Manly. Dr. Manly has a professorship in the Chicago University, and he is deeply interested in the Langley experiment, so much so that he has been with his brother constantly during the eight weeks work at Wide Water. Assistant Secretary Rathburn, of the Smithsonian Institution, who came down to Wide Water on Wednesday in anticipation of a "flight," was also on board the Langley tug D. M. Rey, and he returned to Washington on Thursday. It is inferred from his return that there will be no flight for a little time at least.

"Do you really believe that the machine will fly when it is completed?" Dr. Manly was asked.

"I am positive of it," he replied. "There is absolutely no question about it in my mind. People expect too much haste with an experiment of this kind. We are working the problem out carefully in our own way, and when we are ready I believe we shall achieve success."

"Have the experiments been expensive?"

"Not nearly so expensive as the researches in the same line by other governments. Take France, for instance. Why she has spent over $400,000 investigating this same problem, and she is now spending every year $100,000. The theory of Prof. Langley is the only true theory of aerial navigation—the propelling through the air of a body heavier than the air. The dirigible balloon is not the successful air ship of the future because a ten mile breeze will render it impossible of control. The machine of Prof. Langley on the contrary will fly better against the wind than with it. To produce a perfect flying machine one must get rid of the gas bag, which has to be just so large in proportion to the weight it must sustain."

THE PRACTICAL SIDE.

"What practical use could the Langley machine be put to in its present form in the field with its complicated launching mechanism?"

"The thing is in its infancy. Let us first demonstrate that our theory is correct, and the question of launching and application to various conditions will take care of itself."

"Then your elaborate preparations are simply to demonstrate a theory, and not to produce a flying machine that will at once have practical utility?"

"Oh, we are doing a little more than that."

"Why is there somuch secrecy about the work?"

"We believe we are pursuing the proper course, and it is in line with the conduct of all matters in which the government is interested. We have no desire to keep our flights from the public, but our workshop is just as much a sacred thing as would be the plans of our fortifications in times of war. With other government seeking the same thing, it is not reasonable to expect that we should go into minute details in the early stages. The eight weeks down here have been eight weeks of work. When we are ready we shall launch the machine, and until then the curiosity of the public must remain unsatisfied."

It is generally believed that the expenditure of money in the construction of the flying machine far exceeds the known appropriations for it. Congress appropriated $50,000 for use in developing inventions which the government might own, and this money was applied to the Langley project by the Bureau of Ordnance. Then there was $20,000 more, which is supposed to have been contributed by Prof. Langley. This total of $70,000 would barely cover the cost of the construction of the machine, which is a very elaborate affair, and the supplying of missing and broken parts.

The house boat cost about $6,000, and the expenses of the big Langley party must be very heavy.

It is expected that Prof. Langley will be reimbursed, if the experiment is a success, by act of Congress.

WAKEFUL CHILDREN.

For a long time the two-year-old child of Mr. P. L. McPherson, 59 N. Tenth street, Harrisburg, Pa., would sleep but two or three hours in the early part of the night, which made it very hard for her parents. Her mother concluded that the child had stomach trouble, and gave her half of one of Chamberlain's Stomach and Liver Tablets, which quieted her stomach, and she slept the whole night through. Two boxes of these Tablets have effected a permanent cure, and she is now well and strong. For sale by all druggists and dealers.

TO DEVELOP THE WEST COAST

Pulp and Sawmills Promised By Company at Saritas Bay.

A party of Eastern capitalists have bonded all the crown granted land from Cape Beale to Saritas bay on the south shores of Barkley sound. They, in connection with some local men, will erect a pulp mill and sawmill. Their intentions are also to ultimately build a tram railroad run by electricity from Saritas to Duncans. The waterfall at Saritas will give them all the power needed to operate the line down the Cowichan lake to Duncans. This industry of manufacturing pulp, together with the iron and copper industry on Barkley sound, will in a short time give employment to many men and Barkley sound with its numerous bays and inlets, its hundreds of small islands at the entrance from the Pacific ocean will attract many tourists every summer.

It will be the best place for the sportsman for fishing and hunting. The scenery of Barkley sound cannot be equaled on any part of this continent, and the climate is warmer than in the gulf, the sea water in the sound being ten degrees warmer than in the Gulf of Georgia.

A local man has promoted the whole scheme and intends to go right ahead with the enterprise as soon as they get the unecessary right of way and charter from the local legislature.

Injuries Proved Fatal.—An inquest will be held tomorrow morning on the body of the young man, Frederick Franck, who was wounded while out shooting in the Lake district on Wednesday. He died at St. Joseph's hospital yesterday morning. He was out after deer with a youth named Smith, when one rose between them. Smith fired, and Franck, who was about thirty yards distant, received a portion of the charge in his abdomen.

Soiree Musicale.—A soiree musicale will be given in the concert hall of the Metropolitan block on Friday, November 6th, at 8 p.m., under the direction of the Alexandra Royal College of Music and Art. A very good programme has been arranged and some new local talent will be presented. At the conclusion of the programme tea and cake will be served to all. A fee of 25 cents will be charged and all are cordially invited to attend. Further notice will be given later.