

Run Well at West-
meeting—Racing for
Angley Cup.

the Professional
Amateur's Bicycle
Races.

race meeting at the
Friday and Satur-
day, weather per-
mish splendid sport.

New Westminster
them send over six
and the racing public
to assist in making
all races a success.

rule to make this
tion of the annual
hibition of this
it had been de-
usual exhibition
d everything possible
the void with an at-
sport. The rac-
agencies are for the most
province—promises to
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pinning their faith to
Wag, Lumpy, Fred

ould seem to be bid-
ch events, the vic-
ake a bold bid for first
neer, Mayflower, Dot-
Blanco, War Eagle,
arella, Messina and
D. D. Reed

will probably meet
and a quarter handi-
be a duel between
of the finest races
Coast. Catalogue has
magnificent specimen
staying powers will
test backers. Entries
close on Wednesday
with such an attrac-
the attendance will
be large.

STER WINNERS.
summary of Satur-
day Westminster, in
a horses more than

ing; horses owned in B.
before race: 2:35 class;
1:3 in 5; prize \$150. H.
ero, 1; R. Dixon's b.g.

half mile and repeat;
Keon's b.m. Mayflower,
Remo, 2; Joe Qu's b.g.

g; three minute class;
C. three months pre-
heats; best 3 in 5;
ardle's b. g. Hills S.
g.m. Maud Bell, 2.

horses owned in B. C.
to the race that
d money; five-eighths
at for age; prize \$50.
n. Little Bessie, 1; T.
ward, 2; T. Kings-

ing; open; one mile
five; prize \$200. F.
Dash Boy, 1; Dixon's
C. 2; Dixon & Mc-

g; three months pre-
heats; best 3 in 5;
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(FROM THE DAILY COLONIST, Oct. 14.)

THE MEMBERS RETURN.

Hon. E. G. Prior and Mr. Thomas
Earle on the Business of
the Past Session.

Liberal Members Who Were Quite
Willing to Sacrifice a Right
of Their Province.

Victoria's two representatives in the House of Commons returned from Ottawa last evening, in the best of health and spirits notwithstanding their two months' exposure to the "cool shades of opposition." As opposition members it is now their special privilege to criticize, but their practice in this line was limited. Mr. Earle says, by the plea advanced by the new government on every possible occasion that at this special session they were not prepared to deal with this, that and the other important business, but would give it their attention before next session. Since leaving Ottawa they had not seen the Victoria Liberal organ, and they were therefore surprised to learn that it still sticks to its invention about Col. Prior and the railway subsidies.

"It reminds me of last January," Col. Prior remarked, "when for ten days the most prominent heading in the Times was 'No cabinet minister.' By the way, that heading might very well be used now, for the Liberal members of British Columbia have indeed 'no cabinet minister.'"

"Don't forget the Senator," put in Mr. Earle. "I know he really expected to be taken into the Cabinet, but as things are there seems to be no prospect in sight for him. It will be interesting to learn from our Liberal friends whether that is their idea of cabinet representation—an honorary position without any departmental authority or duties given to a member of the Senate, who does not have to submit his actions to the people for approval."

Reverting to the Times' articles on the subject of the subsidies, Col. Prior said he felt satisfied that the Board of Trade, to whom he first made the statements now called in question by the Times, are willing to believe him in preference to those who without any justification have thought fit to dispute his veracity. His statement was absolutely correct, that the Tupper government while he was a member of it had after considering the great number of applications for railway subsidies before them, come to the conclusion to include those to the E. & N. railway extension and the first section of the British Pacific in the subsidies to have been asked from parliament last session. It is quite true, as Mr. Blair said in the House, in answer to Mr. McInnes, that no provision was made for those subsidies, and the reason why this was so was that the Liberal opposition so obstructed the business of the House that it became useless to present the subsidies and the supplementary estimates either, as it was a certainty that they could not be considered.

"It is a matter beyond dispute," Col. Prior continued, "that the Tupper government desired to pass a long list of subsidies, and that fact was used against the party by a portion of the Grit press who alleged that these subsidies were to form a bribery fund. It will be remembered, too, that when Sir Mackenzie Bowell went out here he gave his word as Premier that the E. & N. railway extension would be amongst the very first of the roads subsidised when the government resumed the granting of subsidies. He was as good as his word, and, as I said, our Liberal railway was put on the list. If the government had been sustained that list would have been submitted to parliament at the session just ended, just as we would have then brought down the supplementary estimates also intended for the previous session."

With respect to the judgeship, being shown the statement in last night's Times that "All the Tory grumbling about Eastern men was without foundation," both Col. Prior and Mr. Earle said that there was the best of foundation for the protests, which were not by any means confined to the Tories. There was, for instance, the official protest, representing both sides of politics, and they had reason to believe that notwithstanding this the government still clung to the idea of this providing for the judgeship until at length the protests of their own supporter, the member for Westminster district, induced them to give way. Then Mr. Fraser of Guysborough was taken up, and so late as the date of proposition that Henderson's friends confidently expected that he would get the appointment—their expectation of course being based on the result of their interviews with the government. It appears, too, that the British Columbia Liberal members were far from agreeing on this question, some of them being quite willing that an Eastern man should have the appointment if thereby Mr. Laurier would be accommodated in his difficult task of finding places for the host of Liberal applicants. With respect to Mr. McCall's appointment, they thought it should prove a very popular one.

It seems that though one chief plank in the Liberal platform in British Columbia at the last election was that this province was being unjustly treated by the Conservative government in the matter of expenditure, the appropriation actually made by the Laurier government compared with the estimates prepared by the Tupper government, and amongst the works to suffer is the harbor of Victoria, for which a vote of \$10,000 replaces the \$20,000 which but for the change of administration would have been granted.

LONDON, Oct. 10.—At a meeting of the International Submarine Telegraph Co. during the week, with Lord Selborne in the chair, it was decided to inaugurate a Submarine Telegraph Company memorial company throughout the civilized world, in order to honor three men, Cyrus W. Field, who first conceived, Sir John Pender, who first risked his capital, and Sir James Anderson, who captained the Great Eastern.

(FROM THE DAILY COLONIST, Oct. 14.)

THE CITY.

Messrs. R. H. Pooley, W. L. Roberts and W. C. Gooch have been successful in passing their preliminary examination in the law.

The body of the man Willis, who with Robert Hall, was drowned between Cape Mudge and Seymour Narrows last Saturday, has been recovered and taken to Union for burial.

WILLIAM H. PEDDLE, aged 27, a native of Newfoundland, died on Saturday at the Jubilee hospital. The funeral takes place this afternoon from Hanna's undertaking parlors.

In accordance with notice given at the previous quarterly general meeting, Mr. W. H. Bone will move at Friday afternoon's general meeting of the Board of Trade to amend the by-laws by striking out the word "regular" in the first line of article 49 and inserting in lieu of it the word "July" for the word "April" in the second line. If this amendment carries the auditors will be named at the annual general meetings instead of the April quarterly general meetings.

CITY Solicitor C. D. Mason, in response to the request of Ald. Marchant, has furnished the following opinion in regard to the compulsory closing of stores on Sundays: "The council has in my opinion, any power to close stores on Sundays. Section 50, sub-section 90 of the Municipal Clauses Act, 1896, gives power to make by-laws for regulating public morals, including the observance of the Lord's Day, commonly called Sunday, but does not extend to the compulsory closing of shops. A by-law to that effect is in force in some parts of Ontario, but is specially authorized by the 'Ontario Shops' Regulation Act of 1888."

MR. FRANK MARSHALL, of the Pinkerton Detective Agency, as well as several of the local newspaper correspondents, were keenly disappointed yesterday over the failure of the cherished clue to produce an important arrest and incidentally a good item of news. Marshall came West a few weeks ago from St. Paul, Minn., in pursuit of D. A. McKinnon, an absconding cashier. He had a "tip" that his man would endeavor to take the Empress for Japan, but found that either he had scented danger or for some other reason changed his plan. The detective went back to the pound last night, hoping to pick up the broken thread of his case in Seattle.

WHILE enjoying a Sunday afternoon drive in company with Mrs. W. F. Bullen, Miss Newton of this city was the victim of an accident so serious in its results that she is now a patient for surgical treatment at the hospital, suffering from a broken ankle as well as an extremely nervous shock. The accident occurred on the long hill in the vicinity of Parson's Bridge and was caused through the breaking of a shaft, the horse becoming unmanageable, the buggy being overturned and both ladies being thrown out. Mrs. Bullen fortunately escaped unhurt; Miss Newton was picked up unconscious by a hunting party composed of Messrs. James Fletcher, F. Maynard and C. Becker, through whose kindness she was brought safely and quickly to the city.

A MEETING of the shareholders of the Mineral Hill Gold Mining Company was held in the office of the company at 62 and 64 Douglas street, yesterday afternoon, when a report was read showing the development work done on the property. Several veins had been opened up, one of which was most promising, inasmuch as its width is given at 15 feet while assays running from \$40 to \$60 had been obtained. It was decided to push development work on the property until the end of the following month, a balance of nearly \$600 in the treasury to defray the expenses of this work. The sale of treasury stock will continue for a few days, after which the price will be raised to 15 cents. After the appointment of the following directors: Chas. Hayward, Lawrence Goodacre, Herbert Purvis, D. R. Ker and C. A. Holland, the meeting adjourned for one week.

SHIPS AND SHIPPING.

Among yesterday's arrivals were the Annie E. Paint, Captain A. Bisset, and Ida Etta, Captain Hughes. The former was towed in by the tug Sadie, and in appearance of her flag at half-mast caused many to wonder as to its significance. It was so hung out of respect to the memory of Neil Morrison, W. Simms and J. Shoemaker, who were killed on the Japan coast early in the spring, the particulars of which lamentable accident have already been published. Simms and Shoemaker were unmarried. Morrison is said to have a widow living in Whistler, to whom he has been married but a short time. The Paint's catch for this year totals 1,040 skins, of which 226 were taken in Behring sea. The Ida Etta did not fare so well, her catch for the year being only 650 skins. Of these she secured 363 in the Sea. On her homeward run she passed the Sapphir and the Behring Sea at the entrance to the Straits. In the same locality the Ocean Rover was also spoken by the Paint.

Capt. Grant's sealing schooner Penelope, Captain Macauley in command, returned from her Behring Sea cruise yesterday evening with a catch of 1,365 skins for the season, or 904 for the Sea. At Kyquoot the Penelope met the Favoryte, with 1,049 for the Sea; the Otto Bend, 354; and the City of San Diego with 400 odd. She spoke the C. D. Rand on September 8, with 550 skins. Capt. Macauley believes that he saw the vessel on Friday last heading for Nootka. On the same day that he spoke the Rand the Mary Ellen was also met and reported a catch of 505 skins.

The tramp steamer City of Dublin, arriving at San Francisco on the 11th inst., reports having sighted the previous day, in latitude 38.5, longitude 127.32, a derelict schooner. The vessel was dismasted and on her beam ends. She was 120 feet in length and had a black hull.

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(FROM THE DAILY COLONIST, Oct. 14.)

WEALTH OF ROSSLAND.

Progress That is Making in Its Development—The Georgia's Splendid Showings.

Activity in All the Districts With Prospects of Still More Being Done.

(From the Rossland Miner.) The strike on the Iron Colt last week has increased until there is no longer any doubt that a large and permanent ore chute has been found. The ore is identical in appearance with the Kootenay ore. It is very beautiful and rich looking. The shaft is down 30 feet and there are two feet of solid clean ore in the bottom on the foot wall. The width of the ledge is not yet known. The foot wall is perfectly smooth and almost vertical. The last shots opened up a body of ore across the entire bottom of the shaft a width of 75 feet.

The Iron Horse is again to the front, and the news is of the most reassuring character. The upraise is 5 by 11 feet in the clear, and there is a magnificent showing of solid ore. The entire upraise is in ore, except a streak of the composed vein matter running diagonally across. The hanging wall has been found, but no foot wall. Ore is being taken out in large quantities. Tests last year showed five or six feet of it to be of good grade and the smelter returns on one car load of it were excellent.

Saturday evening the miners working in the crosstie from the bottom of the Magnum prospect shaft broke into a fine ore vein which shows two feet of solid ore. In general appearance the ore is a precise duplicate of the Iron Horse. The ore assays from 1x to eight dollars in gold and four to thirteen and one-half per cent. copper, with four to six ounces of silver per ton.

Georgia has the best showing it has ever had since the present owners began operations. Assays during the week indicate an average total value in gold, copper and silver of \$18 per ton, and this from ore within 30 feet of the surface. In ten days more the Georgia's position ought to be very greatly improved.

The War Eagle declared another dividend of \$30,000, or at the rate of six cents per share, payable on the 15th. This dividend is the largest ever paid to date by this mine. \$187,500. No. 2 tunnel opened up a chute over 300 feet in length and of an average width of not less than five feet. The tunnel is 126 feet vertical below the level above, and owing to the dip of the vein the distance between the two levels is about 140 feet. In this one chute there are over 20,000 tons of ore in sight above the level. The average value of at least \$55 per ton in gold, silver and copper, or considerably over \$1,000,000. The mine is now shipping at the rate of about 75 tons per day.

The drift being run from the Josie shaft east on the vein came into solid ore, and the Josie mine is of good shipping grade. The most interesting feature of the Josie mine continues to be in the east tunnel, where an ore chute has been opened up the extent of which has not yet been determined. The chute is about 60 feet long, and the vein in this distance one of the so-called faults characteristic of the mines in the area appeared and the ore was entirely cut off. The width of the ore back of the fault in the Josie mine is not yet definitely determined. Superintendent Long broke into what he believed to be the foot wall and found five feet of the highest grade ore in the whole chute. He continued on beyond this with a drill, running a hole six feet and he got \$18 in gold from an assay of the drillings.

Work continues in the Kootenay tunnel with the most favorable outlook. The pay chute is now full three feet, and a great mass of ore is being taken out on the foot wall. Manager King has a large accumulation of ore ready for shipment.

The Montana mine is rapidly getting into shape for development work. The wagon road from the Josie mine to No. 2 shaft is nearly completed and the machinery will shortly be installed. In the Tribby vein there has been disclosed a seven foot vein with two feet of solid ore. The showing adds greatly to the value of the Tribby mine. Celtic Queen, which adjoins it on the west.

President Corbin, of the Spokane Falls & Northern and allied railroads, has arrived in town. While here he will complete arrangements to put a large block of land adjoining the townsite of Rossland on the market. This land is covered by the Derby, Alice, Golden Chariot and Great Western mineral claims, and has been platted into blocks and lots. Regarding the Red Mountain locality the Red Mountain mine is hoped to have the line completed to Rossland by the first of November, but now expected to have it in operation by the tenth of November.

The shaft on the north vein on the Red Mountain is down ten feet and shows two feet of solid shipping ore in the bottom and all the way down. The ore in the shaft shows much copper and considerable molybdenum. A new four-foot vein has been discovered south of the main ledge. This vein is arsenical iron sulphide and copper pyrites. Its appearance indicates that it ought to run well.

The Bank of British North America has purchased the adjoining Marling Bros. hardware store, and will erect at the earliest possible date a handsome building for its exclusive use. The Trail smelter is treating 300 tons of waste daily, and is in shape to handle at least this quantity daily in the future. Mr. Heinze is to be congratulated on owning a paying proposition.

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EASTERN INTEREST.

B. C. Mines Attracting Great Attention—Mr. Cuthbert on His Recent Trip.

An Encouraging Outlook—New Mining Districts as Rich as the Old Ones.

A COLONIST representative who called to have a chat with Mr. Herbert Cuthbert in regard to his trip found him quite enthusiastic over the movement that has sprung up in Ontario and the Eastern provinces.

"Did you visit the Eastern States at all?" A. "Yes, but I found that the political aspect of affairs there simply shut out all speculation, and in both Chicago and St. Paul it was impossible to interest a single capitalist. After the election, however, I believe that a new market will be found there for legitimate stocks."

"How about Eastern Canada?" A. "Ah! That is different. The mine there at first was very slow and there were very many amusing features in connection with it. I arrived there about a month after it opened and there was then evidence of a lull, and also of the fact that investors were very skeptical of putting in their money. One gentleman told me in order for \$12 worth of Ivanhoe and the next morning I received a large registered envelope, which I congratulated myself on was a large order. Upon opening it I found an order for \$1 worth of Mineral Hill gold mining shares with \$1 enclosed wrapped in tissue paper. Nearly all the orders were for 100 shares, but that has all changed and for sound legitimate stocks there is a good market. Mines are also finding purchasers at fair prices and the outlook for the influx of capital to British Columbia from the East was never better."

"Did you visit the mines this trip?" A. "Yes, I spent two or three days in Rossland, and found that almost every property of note was being worked and that nearly all of them were looking splendidly. I visited the Nest Egg, on my way up to the Zilov vein, and I do not think there is a finer property in the camp. I heard one gentleman in Toronto, who is connected with the Le Roi, say that he would buy the property if he could get it at a price. I also spent several days in new districts, and I was simply astounded at the immense showings on the properties I saw. I made several very hard trips that most brokers, or operators, do not care to make, but they have well repaid me."

"Then your trip was a success?" A. "No and yes. I had very hard luck for the first few weeks, such luck as I had was again, but when I visited those new districts I came to the conclusion that my luck had changed as I had information and knowledge that I could turn to good account, in fact that was exceedingly valuable."

"What was your reason for going East?" A. "It was I hoped there a strong company of prominent men to develop these districts among others and to carry on a general mining business, and was asked to take charge of the business in the West. We engaged a thoroughly competent superintendent and he has inspected the properties I referred to and pronounces them some of the best he has seen. He is a man who thoroughly understands all roads and makes his own surveys, and on his advice we are pushing work as fast as possible."

"Is your company now working these properties?" A. "Yes, and one of the very highest thing I ever saw. The properties we have secured will sell for ten times what we gave for them in the spring."

"You think then Rossland is not the place for paying district in that section?" A. "Why, it is simply a small portion of a large belt of mineralized country over 100 miles wide, and which on the authority of Prof. Selwyn, of Ottawa, who has been on the geological survey for thirty years, extends to Alaska. I had quite an interesting chat with him in Toronto."

"How about supplies to that country?" A. "This is a most important matter and if we do not get a move on it soon the work will be taken advantage of by Eastern Canadians. Many merchants called to see me on the matter and are determined to get in if possible. Anyway the first thing for us to do is to thoroughly appreciate the future of the country we have and we will soon find means to develop its resources and trade."

BACK FROM ALASKA. NANAIMO, Oct. 13.—(Special).—The steamer Willapa arrived from the North at 11 o'clock this morning. She brought down eighty passengers and a considerable quantity of freight, principally salmon. The majority of her passengers are returning Yukon and Cook Inlet miners who confirm previous reports in regard to the two sections. Many return richer than when they started, but many are good things to say in regard to Alaska. Among the passengers were also a number of American tourists. No news of particular interest is reported. After taking on coal the Willapa went on to the Sound.

H. M. S. "TALBOT." Report of a Serious Disaster to Her.

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"Did you visit the mines this trip?" A. "Yes, I spent two or three days in Rossland, and found that almost every property of note was being worked and that nearly all of them were looking splendidly. I visited the Nest Egg, on my way up to the Zilov vein, and I do not think there is a finer property in the camp. I heard one gentleman in Toronto, who is connected with the Le Roi, say that he would buy the property if he could get it at a price. I also spent several days in new districts, and I was simply astounded at the immense showings on the properties I saw. I made several very hard trips that most brokers, or operators, do not care to make, but they have well repaid me."

"Then your trip was a success?" A. "No and yes. I had very hard luck for the first few weeks, such luck as I had was again, but when I visited those new districts I came to the conclusion that my luck had changed as I had information and knowledge that I could turn to good account, in fact that was exceedingly valuable."

"What was your reason for going East?" A. "It was I hoped there a strong company of prominent men to develop these districts among others and to carry on a general mining business, and was asked to take charge of the business in the West. We engaged a thoroughly competent superintendent and he has inspected the properties I referred to and pronounces them some of the best he has seen. He is a man who thoroughly understands all roads and makes his own surveys, and on his advice we are pushing work as fast as possible."

"Is your company now working these properties?" A. "Yes, and one of the very highest thing I ever saw. The properties we have secured will sell for ten times what we gave for them in the spring."