

DISCUSSION ABOUT A NEW DRY DOCK

IMPERIAL CONTRACT WILL SHORTLY EXPIRE

Official Views Obtained of Grafton Estimating Dock With Only Eight Inches to Spare.

A significant incident in connection with the docking of H. M. S. Grafton some few weeks ago is told. When the big vessel was about to enter the dock a photographer was on hand, and a number of pictures were obtained for officials of the navy. With a ship the size of the Grafton the greatest precautions have to be taken in getting the ship safely within the dock.

THE REFERENDUM Discussed at Meeting of the Provincial Progressive Party on Saturday.

At the meeting of the Provincial Progressive Party, "Referendum," plank No. 16 of their platform, was discussed. A. J. Yates responded to an invitation to lay before the meeting an original and that name framed by the city council at his initiative. In his address he fully explained the various clauses.

To show the beneficial results of the referendum in a condensed form, part of Prof. Frank Parsons' address before the Boston University School of Law was quoted, which is as follows: 1. referendum will substitute a real self-government for an elective aristocracy;

REHEARSALS ARE NOW UNDER WAY

FOR THE APPROACHING MUSICAL FESTIVAL

Something More About the Big Event Which is to Be Held in This City.

The Cycle of Musical Festivals of the Dominion of Canada, organized and directed by Charles A. E. Harris, of Barnscliffe, Ottawa, is now in full swing, and reports from the cities in which festivals are to be held show that the music lovers of Canada are working with great enthusiasm to ensure to the scheme the success it deserves.

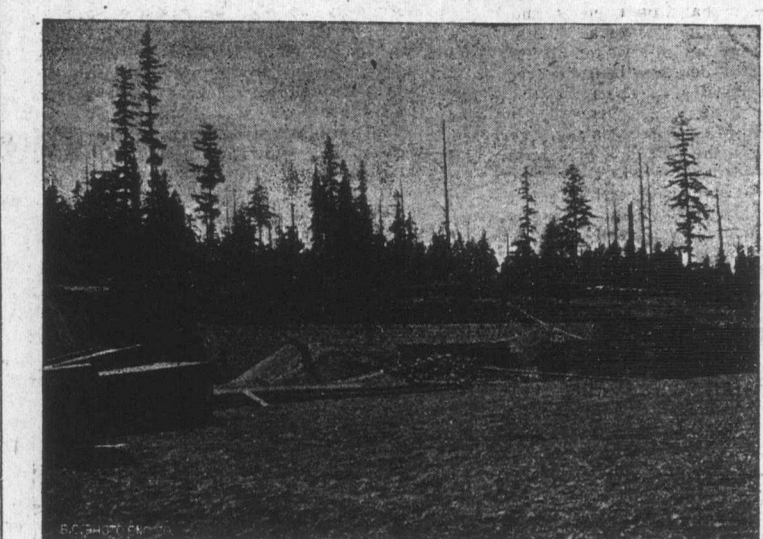
To those unfamiliar with the aim and object of the undertaking the following may be of interest: Musical festivals, on the lines of those held in Leeds, Birmingham, Worcester and other towns in England, are in active course of preparation in all the principal cities of Canada.

TYEE SMELTER BLOWN IN TO-DAY

EVERYTHING PASSED OFF SATISFACTORILY

First Shipment of Matte Will Be Sent to New York This Week.

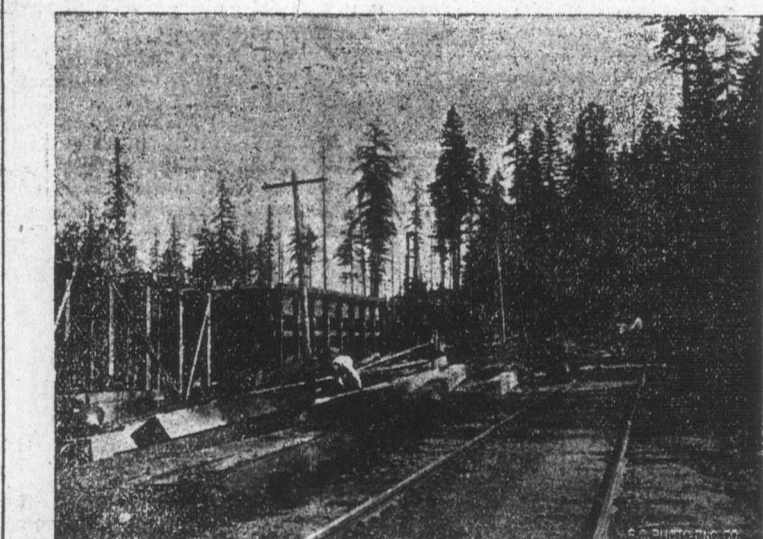
(Special to the Times.) Ladysmith, Dec. 15.—The Tyee Copper Company's smelter was blown in this morning at 7 o'clock, after three days' turn over of the engines, machinery and



Construction Work on the Smelter.

ing of furnaces, etc., to dry out. Manager Kiddie and staff are delighted with the smooth working of the whole plant, which is one of the most modern. Great quantities of roasted ore have been deposited in the smaller bins for weeks past awaiting the blow in; also a hundred ton of coke and iron ore flux.

A further accessory to the rapid handling of the ore is the arrangement of the railways for transferring the ore after roasting to the bins at the smelter. Trenches about four feet below the level of the bottom of the roast piles are excavated so that the roasted ore is easily loaded into the cars.



Tyee Ore Bins, Ladysmith, Capacity, 1,600 Tons.

Hundreds of people visited the smelter on Sunday and to-day to witness the process. The first shipment of matte to the New York agents goes forward this week. Congratulatory cablesgrams passed between the London office and Manager Kiddie to-day.

stalled at any time. The slag is also drawn off on the ground floor, and after being disintegrated by a stream of water is carried over the embankment into the lagoon which lies alongside.



Shaft House—Tyee Mine.

THAT ALLEGED FIRE

A Few Square Inches of Partition Scorched on the Amur—That Was All. In an article about six inches long Sunday morning's Colonist attempted to describe a fire which is alleged to have occurred on the steamer Amur on Friday afternoon just after she arrived from the north. Reading the intensely vivid account, one would naturally conclude that the whole waterfront had been imperilled, and that nothing short of a miracle saved the staunch vessel from

total destruction. In order to find out what really did occur a Times representative went down to the steamer on Monday to investigate. He found that part of a coat had been burned while it was hanging in the officer's room and a portion of the partition which could easily be covered by the Colonist reporter's hat was slightly scorched. That was all. There were no dense volumes of smoke, no conflagration, nor the deeds of heroism so picturesquely and amusingly recounted by the Colonist marine reporter. A smoking lamp could have charred the partition to as great an extent as the imitation fire on Friday,

THEY DISCUSSED THE GRAND TRUNK

RESOLUTIONS PASSED BY BOARD OF TRADE

The Government Will Be Asked to Provide New Offices for Agent-General.

The business before the board of trade on Friday afternoon was the discussion of the Grand Trunk transcontinental project and the Agent-General's office in London, England.

The former was introduced by C. H. Luginin who proposed two resolutions dealing with the subject. They were as follows: That this board has heard with pleasure of the intention of the G. T. R. to extend its system to the Pacific Coast, and that it commends it to the favorable consideration of the government and parliament of Canada, and the government and legislature of British Columbia.

In supporting the resolutions, he referred to the importance of the matter taking which was the greatest in the history of Canada since the building of the C. P. R.

By the use of a map of the Dominion of Canada, which was hung on the wall, the speaker demonstrated the importance of the project, drawing comparisons between the Canadian agricultural lands of the Northwest and those of the United States. Port Vermilion, he said, was the centre of wheat growing in Canada. A grist mill had been in operation there for seven years, and in all that time there had not been a single failure in the wheat crop.

roland Machin, in seconding the resolution, told of his experiences in attempting to find Agent-General Turner during his last visit to London. After searching the directories for half an hour he found the location of the offices. Visiting the building he found the offices were on the sixth floor. The first elevator was not working. Finally he got up by the second elevator.

A committee consisting of S. P. Pitts, Roland Machin, C. F. Todd and L. McCune was appointed to wait upon the government and urge the change of location. The attention of the board was called by the secretary to the picture of A. E. Finmerfelt having been received, completing the group of new residents.

MINISTRY'S CAREER

Lost Mail Carrier Well Known in Yukon—Located First Claims at White Horse.

W. E. Brewer, the mining engineer, who was intimately acquainted with J. McIntyre, the Atlin mail carrier who is reported to have been drowned in Taku Arm, gives an interesting account of his career in the Yukon.

Mr. McIntyre was one of the best known prospectors of the Yukon, being widely acquainted in almost all the northern camps. He went into the Yukon in 1895 from St. Michaels, prospecting 'n all camps on the lower Yukon and to Laramie. In 1897 he formed a partnership with W. P. Grainger, who was also an experienced prospector, having been in the country since 1895.

It was time to do what they could to attract the attention of the government. He entered the employ of the B. Y. & T. Co. in October as a mail carrier over the Fen Trail trail from Log Cabin to Atlin, making his first trip from Log Cabin on November 10th. He occupied this position until his disappearance a few days ago.

Away with Catarrh!

IT'S LOATHSOME, IT'S DISGUSTING, INSTANT RELIEF AND PERMANENT CURE SECURED BY THE USE OF DR. AGNEW'S CATARRHAL POWDER. Here's strong evidence of the quickness and sureness of that wonderful remedy. I had introduced into my system from years I was a victim of Chronic Catarrh—tried many remedies, but no cure was effected until I had procured and used Dr. Agnew's Catarrhal Powder. First application gave me instant relief, and in an incredibly short while I was absolutely cured. —James Headley, Dundee, N. Y. Dr. Agnew's Catarrhal Cure relieves in 30 minutes. Sold by Jackson & Co. and Hall & Co.—11

THE CONOX

FRANCISCO

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