Cabinet Yet Incomplete.

Still Hunt for an Attorney-General Proceeds Without Visible Success.

Mr. Henderson of Westminster Appears to Have Option on Portfolio.

A successor to Mr. Joseph Martin as Attorney-General of British Columbia has not yet been named officially, rumor still passing about the names of legal gentlemen affiliated with the Semlin government, and some who are not allied to the party in power. The Lieutenant-Governor and Premier, from one of whom the first announcement must come, both stated last evening that nothing of importance had transpired. The question as to whether a successor had been recommended to the Lieutenant-Governor remained unanswered.

Were it not for the fact that New Westminster is a rather dangerous constituency to open at present, especially with Mr. Henderson as a candidate, it is probable that he would be the next attorney-general. In fact yesterday's News-Advertiser, Hon. F. Carter-Cotton's paper, contained the following special from Victoria, an evidence that Mr. Henderson is favored by the government:

"Victoria, July 31.—It is understood that Mr. Henderson, Q. C., representing New Westminster City, has been offered and accepted the portfolio of attorney-general, resigned by Mr. Joseph Martin."

The News-Advertiser's special informant would appear to have prematurely published the government's plans, for being interviewed on the subject here yesterday, Mr. Cotton stated that the despatch is not correct—which denial would be strictly in order, for instance, if formal acceptance had not been made by Mr. Henderson until he had canvassed his chances for re-election.

A RUNAWAY GIRL.

Miss Bessie Shoemaker, of Spokane, Found in Victoria and Taken Home.

Miss Bessie, Shoemaker, a pretty girl of 16, who has been in Victoria since Sunday, left for Spokane last evening in charge of Officer Brimgoll, of that city. The girl ran away from home, and had intended staying in Victoria in company with a woman friend, whom she has left behind. Her parents, however, learned of her presence in this city, and when Officer Brimgoll arrived last evening he had little trouble, with the assistance of Officers Walker and Redgrave, in locating the girl. She and her friend were met by the officers in a restaurant, where Miss Bessie parted with her acquaintance. When told that she would have to return in company with Officer Brimgoll she appeared a little surprised, but made no objection. She was thereupon ushered into a hack and driven to her room at a hotel, where hasty preparations were made for the trip, and then taken to the steamer Utopia.

ARRIVAL OF THE DIRIGO.

She Brought South Ninety-nine Passengers, but Comparatively Little Treasure.

Mr. C. V. Lafarge, purser of the steamer Dirigo, which reached Nanaimo early yesterday morning, came down on the noon train, bringing $50,000 in gold dust for a Victoria bank. He was accompanied by a number of the Dirigo passengers, including Turner Townsend, who went to Dawson early in the year; John Hepburn, who sold his tramway around White Horse to the opposition company and went to Dawson with hay and produce; W. J. Macauley, who has been on a visit to his son, Norman Macauley, at White Horse; and L. Brock and wife, of Dawson. The Dawsonites started on their trip to the Coast twelve days ago.

The Dawson arrivals report that the government telegraph line is now working between Little Salmon and Bennett.

Some of the mail on the Danube, when she struck a rock at Comox, has reached Dawson. It was not dried when taken from the hold of the steamer, and upon arrival at its destination was a mass of pulp.

HIGH LIVING IN THE ROCKIES.

The Vanderbilt Party Cultivate a Taste For Game in Anticipation of the Hunt in India.

A despatch from Glacier says:

"Game dinners the rich young men of the Alfred Vanderbilt party of globe-trotters would have when they struck the Canadian Rocky mountains, and game galore from mountain, forest and stream was furnished the merry young university graduates now fairly started on their two years' trip through the hemispheres of the East and West.

"The travellers reached the Selkirk range of mountains to-day, and early this afternoon their private New York Central car, attached to the Canadian Pacific railway's Imperial Limited overland, was side-tracked within twenty minutes' walk of the base of the great glacier of the Selkirks. While the distinguished scions of wealthy papas were escorted by Swiss guides to the glacier, with its yawning crevasses, hunters, who had been apprised of their coming when they were yet far out on the stock-dotted plains of the Canadian West, loaded the ice chests of the car with victims of rod and gun. They had telegraphed ahead for trout from glacial streams, and bear and other game from the limitless forests of the mountain side, for these young men are going after game in India and other old world parts, and had decided to cultivate a taste in advance.

"Young Vanderbilt and Douglas Cochrane had the most thrilling experience of the party, while traversing a section of the glacier. They had experienced torrid weather in the East, and permitted the Alpine guides to lower them into one of the minor crevasses. With the aid of ropes they descended 85 feet into the icy gorge and received a cooling off which Vanderbilt hoped would stay with him while touring India.

"The trip thus far through the Rockies has been a revelation to these lively young men. In the party are included Alfred Vanderbilt, son of Cornelius Vanderbilt, who arranged the trip some time ago, and Messrs. Douglas Cochrane, Ernest Iselin and W. P. Burden. Mr. Iselin is from Columbia university, Mr. Vanderbilt from Yale, and Messrs. Burden and Cochrane from Harvard."

THE LAUNDRY CHECK.

The Chinaman Puts on It a Pen Portrait of His Customer.

"Most people suppose," said an ex-Californian, "that the vertical row of heiroglyphics on a Chinese laundry check are merely so many numerals. As a matter of fact, they are nothing of the kind, but constitute a brief and spicy description of the individual who left the bundle. If you will take the trouble to notice it, you will see that the laundryman always goes through exactly the same programme. He takes the package, gives you a swift, comprehensive glance, and then proceeds to decorate a slip of rice paper with from two to five India-ink chicken-tracks. What he has written is probably something like this:

"'Fat foreign devil who resembles a pig;- squinty eyes and wart on the left side of his nose.'

"You can carry around this flattering pen portrait, innocently imagining that it reads, 'No. 4-11-44,' and when you call for your wash you will find the Chinaman who reads the ticket will invariably look you over, making mental comparison, before he reaches for the bundle. A Mongolian friend of mine out in 'Frisco put me onto the the scheme, and I took the trouble to learn whether he was tellling me the truth. I got a laundry slip, copied it with microscopic fidelity and submitted it to several expert native translators. They all agreed that it ran something like this:

"'Ridiculous old man; very pompous; bald head like a speckled egg.'

"You will observe that my hair grows rather high on my forehead, and I have a few freckles, although nothing to justify such an insulting description. However, it proved the point. The next ticket I got declared that I was 'an elderly gentleman resembling Yum-Tai, the wind god,' which pleased me immensely until I persuaded a native curio dealer to show me a statueette of the deity. Then I wanted to murder the laundryman. The Chinese are a deep people, boys. They look as demure as guinea-pigs, but all the while they are quietly sizing us up and having a big laugh in their sleeves, which are made wide for that special purpose."

STEALING LIGHT.

A Money-saving Device Now Popular in Montreal.

From the Montreal Gazette.

There is one commodity in the Montreal market which is bought and sold, which several firms are virtually making barrels of money out of and which thousands of people get bills for every month, yet it cannot be stolen. The firms that deal in it produce plenty of it and deliver it to their customers in all parts of the city, but nobody can steal it; there are laws protecting these firms in their ownership of this strange commodity, but they are not aimed against larceny and several persons now under surveillance for taking the stuff without the consent of the manufacturers, but they are not and cannot be classed as thieves. The commodity is electricty. Gas can be stolen by the bucketful and is every day in the week. Thousands of feet of the Gas Company's product is every year diverted from the meters and used illegally. But the cleverest thief cannot steal electricity. He may tap the wires of either the Lachine Hydraulic, the Imperial or the Royal Electric companies and use the "fluid" to light his saloon, but after the current passes through the apparatus it all goes back to the various plants. There is none of it used or wasted. The companies get back just as many volts as they sent out, whether the current is used for ten incandescent lights or 10,000. Therefore the subtle stuff cannot be stolen, and there is no theft where the companies lose nothing.

But there is a stringent law against tampering with the wires of the companies and for violating that particular statute several people have been warned and others will be arrested. Most of the violaters are saloon-keepers, and the ways in which they "borrow" enough current to run a set of lamps are devious and strange. Many buildings in Montreal, especially those of recent construction, are wired throughout for electric lighting, fitted with incandescent bulbs in combination with gas lights, the idea being that if the owner or lessee ever wants to put in an electric light system it will not be necessary to rip up the floors and tear down the plastering to wire the place. There the wires remain, unconnected with any dynamo, of course, but always ready to do business the instant the current is turned on. Then comes the crafty electrician, usually of the order designated in the expressive slang of "skate," perhaps the former owner of a cheap shop which failed, or else and ex-employee of some reputable concern, who sees more money in sight through an ingenious device which has been perfected in the United States to make the necessary connections than he could earn in legitimate channels, and to the man he approaches the simplicity of the scheme of getting something for nothing is explained.

"Oh, but I don't know anything about electricity," says the saloon-keeper. "I guess the gas is all right."

"Well, there's an arc light or a row of bulbs in front of your place," urges the tempter.

"Yes, there is," assents the saloon man.

"And you have to pay for them," says the electrician.

"Of course."

"Well, why not get enough electricity for your money to light up the whole. There's your arc light out there, and you pay for all the current that goes through it. The arc light will burn just as good if the wire is supplying your saloon, and you're entitled to all the current on that wire because you pay for it."

If the saloon man relents, and there is evidence in the Grose Secret Service Bureau that he has in numerous instances, the electrician makes a bargain for a couple of dollars to supply the instrument which will do the work. This is a piece of iron fitted with clip springs which is put in where the feed wires of the company pass through the building. Then, taking another wire, he lays it close against the springs, and that night when the company turns on the current, the bulk of the electricity is diverted from the meter by the cut in wire, and flows into the saloon, which is at once brilliantly lighted at a trifling expense to the saloon man.

Just how difficult it is to discover this sort of swindling is apparent at a glance. In some instances a flat rate is charged, and there is no chance of an employee of the company dropping around and making a discovery.

"Where a meter is used," Mr. Walbank, of the Lachine Hydraulic Company, says, "it is much easier to detect the fraud, as the amount which passes through the machine is so small as to excite the suspicion of the inspector who goes around every thirty days. Of course, this other sort of work is discovered only by accident in some cases by an inspector stumbling on the wire or something of that kind."

There are clever fellows engaged in this sort of work in Montreal, who cover their tracks so well that they are not easily detected. They make the attachment to the feed wires in some obscure corner of the building, after selling the instrument, and are away before the trick has been discovered. The game in the cases where the spring clip is used is to tap the wires so that part of the current will be diverted before it reaches the meter, and thus the bills are greatly reduced.

Chief Grose, who has been at work on the cases for some time, is of the opinion that he will be able to land the swindlers who put in the diverters; as for the others, it is not so certain that a prosecution for larceny would lie, as the man who manipulates electric light wires simply borrows the energy and returns it to the company after it has performed its functions in lighting his place. All the current after passing through the lamps returns to the plant over a negative wire, and the only charge that can be brought is "tampering" with the wires for personal gain.

COAL SHIPMENTS.

Exports From the Colliery Ports During the Month of July.

The foreign coal shipments from the Vancouver Island collieries during the month of July were as follows:

NEW VANCOUVER COAL CO.

Date.		Tons.
6—SS.	Tartar, San Francisco	1,576
7—SS.	Siam, San Francisco	4,385
7—Str.	Rapid Transit, Townsend	8
7—SS.	Titania, Los Angeles	5,099
10—SS.	Amur, Alaska	461
11—SS.	Minneola, Los Angeles	3,453
15—SS.	R. Adamson, San Francisco	4,493
18—SS.	Dalny Vostock, Port Arthur	657
21—SS.	Siam, San Francisco	4,373
23—SS.	Titania, San Francisco	5,109
26—SS.	Minneola, Los Angeles	3,490
28—SS.	R. Adamson, San Fransisco	4,644
Total		37,748

WELLINGTON.

Date.		Tons.
4—SS.	Willamette, San Francisco	2,900
6—SS.	Bristol, San Francisco	2,600
10—SS.	Wellington, San Francisco	2,600
16—SS.	Bristol, Comox	1,000
18—SS.	Dirigo, Vancouver	150
20—Str.	Pioneer, Port Townsend	18
22—SS.	Wellington, San Francisco	2,600
29—Sp.	Lucille, Honolulu	2,186
Total		14,054

UNION.

Date.		Tons.
14—Sp.	Glory of the Seas, 'Frisco	3,500
22—SS.	Bristol, San Francisco	1,531
22—SS.	Aorangi, Vancouver	554
28—SS.	Athenian, Seattle	835
Total		6,420

ADVANCE OF TEMPERANCE.

Interesting Address by Grand Chief Templar Malins Last Evening.

The lecture by Mr. Joseph Malins, the Right Worthy Grand Chief Templar of the World, last night in A. O. U. W. hall was fairly well attended. Grand Chief Templar Rev. A. E. Green occupied the chair, and asked Mr. Burnett to open with a piano solo, followed by a song from Mr. J. G. Brown. Mr. Green then introduced Mr. Malins in a short, eulogistic speech, Mr. Malins receiving an enthusiastic reception. His address was listened to with rapt attention from beginning to end. His style is conversational, lit up with racy humor. He has a wonderful memory, and has the facts and figures bearing on the order of which he is head at his finger ends.

Thirty-three years ago he came to America as a journeyman painter, shortly afterwards joining the order. Seeing its great adaptability for the people of the old land, he determined to return and do what he could to establish it. The first lodge was established in Birmingham three months after his return. The order grew slowly but surely until, in 1870, the Grand Lodge of England was formed with Mr. Malins as G. C. T. Mr. Malins was then asked to give all his time to the work, and the order grew apace until to-day there are 100,000 adult members in England and over 100,000 in Ireland Scotland and Wales, not to speak of the Juvenile Society, whose membership is legion. The members of a Good Templar lodge, Mr. Malins said, are not enlisted for the good they may get, but for the good they may do. The drink bill 25 years ago was £4 9s. per head. To-day it is £3 16s.

The constructive power of the Good Templars is limited, but the obstructive power of the order is unlimited. Twice did they prevent the strongest government that Britain has ever known from passing a law making the licenses a vested interest. Mission cycle corps, mission bands on wheels, printing and distributing literature, meetings and lectures are only parts of the huge system of the order. There are only Spain, Portugal, France and Greece in the civilized nations of the world in which Good Templary has not got a footing. It is the strongest of all temperance societies, its work among the soldiers and sailors annex the country. The Japanese are predominant even now, their fleet is near, their troops always ready to land. But whoever annexes the country will find the valuable concessions are held by foreigners from all parts of the world. The Japanese, as has been said, have the railroad concessions which are already exploited, but the Russians, French and English have similar rights. Germans hold enormous mining rights. Yet the Japanese are the most influential people in Korea. They are the only nation which colonize there.

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EMIGRATION TO HAWAII.

According to a Japanese paper, 15,000 Japanese laborers are to be imported into Hawaii during the coming autumn. Of these 5,708 have been already contracted for with various Japanese emigration companies. It is said that the Japan Emigration Company has secured an order to supply 2,800 laborers, the Tokyo Emigration Company 7,444, and the Kobe Japanese Emigration Company 1,464.

DAMAGE EXTENSIVE.

The coal mine in Wakamatsu prefecture, where such a terrible explosion occurred on July 14, is of considerable magnitude, says the Japan Mail. At the time of the accident the number of workmen employed was 800, and the daily output was about a million catties. It is estimated that the loss resulting from the catastrophe will be at least a hundren thousand yen. The principal owner, Mr. Hiraoka, is now travelling in Europe.

RUSSIA IN A BAD WAY.

Letters from Siberia describe an outbreak of crime and general restlessness on the part of the population, as one of the first effects of the opening of the Siberian railway. With the awakening of the country under the stimulus of the stream of settlers poured into it, has come an increase in murders, thefts and all crimes of violence, which are of every day occurrence in the Siberian towns. In Irkutsk, a Rogues' club, or organized gang of depredators, has been formed, and houses are broken into and whole families murdered by bands of vagrant robbers. Even the railway is not safe, and trains are attacked and wagons and stations plundered, since it is mainly along the railway line that this recrudescence of lawlessness, extending to all the principal towns, Tomsk, Krasnoiarsk, Irkutsk, Yeneseisk and Yakutsk, has occurred.

A PYRAMID DISCOVERED IN CANADA.

The North American Life Assurance Company, of Toronto, was chartered by a special act of the Dominion parliament twenty years ago, and at its first meeting to elect officers and directors, there were gentlemen's names submitted to the called, representing the leading financial concerns of this country.

From that time to this the protecting aegis of the North American Life Assurance Company has been thrown like a rainbow of hope over many a forlorn widow and numberless helpless babes. Its policy has robbed death of its keenest pangs, and nerved desponded ones to duty and to action.

It has added a brilliant star to the grand galaxy of human creations for the amelioration of the human race, besides contributing its share to the sheet anchor of the nineteenth century.

The North American Life commenced business under such auspices that in its first year it secured applications for insurance from some of our Canadian magnates, even from those holding Her Majesty's sacred trust, besides placing life insurance in the cottage of the poor, accepting premiums payable periodically, and applicable to the bread-winners' payroll.

The North American Life was the first company to adopt the payment of losses under their policies immediately on proof of death.

Its policy is the best and simplest contract between the insured and insurer ever offered—plain, simple, intelligent, indisputable, without restrictions of any ifs, ands, buts, whys, wherefores, notwithstandings and inexplicable mysteries. Its policy is free from iron-clad and confiscation clauses, hidden in a maze of microscopic type, a policy so clear and plain that he who runs may read; a policy which is the Chilkoot Pass to the Klondike of prosperity.

The North American Life was one of the pioneer companies in this province. From the first day that it opened its agency it took the public into its confidence, and by so doing secured applications from such men as lieutenant-governors, premiers, ministers, judges and leading merchants.

It has paid out in this province for death losses upwards of $100,000, besides maturing some of its endowment policies. Profit results were so satisfactory that in every case their expolicy holders became new holders by taking out further insurance, and in some cases doubling the amount.

Few companies' agents can give an intending insurer good and satisfactory reasons why he should take out a policy in his company, but the agents of the North American Life are in the fortunate position to be able to present the "Testimony of Grateful Beneficiaries of the Dead" under their policies, but also the "Testimony of the Living Policy-Holders," "men of education" and "standing" in the community, whose words must exercise great influence.

It presents the testimony of that public watch-dog, the "Press," the testimony of facts and figures, and presents them in sufficient abundance to satisfy the most exacting. It also presents the testimony of "Common sense," and also the testimony of the most gratifying "Official Endorsement of the Insurance Department."

Last, but not by any means least, it presents the testimony of an able management, William McCabe, F. I. A., handling the reins, and associated with him well-known names of eminent business men.

With such testimony the company's agents do not hesitate to submit their claims to an impartial judgment, and the public accept the verdict, as here is evidence, for last year the company secured application for insurance amounting to over $4,000,000, and this year the company has secured insurance that exceeds that of last year of the same period.

The company leads the list for Canadian business. The British Columbia agency promises to contribute $500,000 this year, and if this is accomplished it will make the largest business ever taken by any company in the province in any one year.

The North American Life is not so large a company or so old as some of our border companies, no more than is Mount Stephens as large as Mount Baker, yet they are both of the same stratum.

The North American Life, like its kindred border companies, puts up dollar for dollar to cover the policy holders' liability, and beyond this there is a large surplus, and the percentage of surplus to liabilities is larger than that of any other company doing business in Canada, which speaks volumes.

The provincial management is in the hands of Mr. S. G. Faulkener, with headquarters in Vancouver. He is "the man from the East" who has been connected with the company for some years. A few minutes' conversation with him will at once convince you that he is thoroughly posted on life insurance, for in short order he will give the scientific adjustment between possibilities and probabilities, the accidents and averages of life enable the individual to merge his constant liability to death in the average longevity of the race, and to share in the productiveness of life in general whatever may be his own fate.

It has been said that Mr. Faulkener is not only a genius, but a trolley that can travel without a wire. Wire or no wire, there is no where he will not find his way and get business.

The company is represented in this city by Messrs. Lee & Fraser, the popular real estate agents, both of whom is ever ready and obliging to call with the renewal receipt, besides prospecting for new business for the company, for they are men that do not count their time by days or even hours, but count it by minutes, and spend the minutes prudently, for they are well aware of the old adage that "the world takes off its hat to the man who is going up the ladder."

Flood Disasters In the Orient.

Thousands of Houses Swept Away and Hundreds Lose Their Lives.

Swarms of Japanese Laborers Leaving for Hawaii This Autumn.

The N. P. R. liner Victoria arriving yesterday brought an interesting budget of Oriental advices.

The Victoria brought news of disastrous floods in early July throughout Japan.

In consequence of the rain from July, the Oyado river rose 15 feet, and upwards of 1,000 houses were flooded, telegraphic and postal communication being also interrupted.

The river Ashida likewise overflowed its banks, owing to the heavy rains, and about 800 houses were inundated.

Serious damage was done by the storm, several streams having risen to an unusual height at Tokushima.

At Ushijima village in Oye-gori, 70 houses were washed away, 50 men were drowned, and 30 missing. In Saijo village about 40 houses have been carried away by water, and many men are missing.

Another account says: Between three and four hundred people were reported to have lost their lives. The little bamboo-built town of Oita seems to have suffered most. According to investigation by the Japanese authorities, 400 houses were swept into the river by the fall of an embankment 3,000 ken in aggregate length, and some 120 men, women and children went down to death in the falling debris. In Ashijimamura 70 houses were washed away and 50 people were killed and 30 more are missing. A train on the Yanagi & Sanyo railway was swept from the track and ten people killed.

China also seems to have suffered recently from storms. On July 4th many thousands of acres of rice crops were destroyed at Sheong Yun and Le Kong. Some houses collapsed and several children were washed away. The heavy rains, which were accompanied by thunder and squalls, did much damage in Canton and vicinity, resulting in several junks being wrecked. The most terrible accident was that which happened to a junk on its return voyage from Canton to Fanhu. The vessel foundered in a sudden squall near Loahkong. There were over 80 passengers, men, women and children, on board, and about 60 persons, mostly women and children, were drowned. The charitable institutions in China at once sent boats to pick up the corpses, and about 40 have been recovered. The great loss of life was probably due to the passengers' accommodation being nailed up by the master of the junk after she left Canton, for fear there might be robbers amongst the passengers, as has been very common of late. For protection against such robbers passenger junks are now taking to confining the passengers on board, and not allowing them to circulate freely over the whole vessel.

At Aiga village in Kita-muro-gori, 5 houses were destroyed by a land-slide. Twenty-eight men were killed by the fall of houses, and a few more or less seriously injured.

Serious damage was done on the railway east of Yanaizawa station, and traffic was suspended.

KOREAN SITUATION.

A Shanghai paper thus describes the situation in Korea:

Unless Russia and Japan declare a protectorate, a revolution is certain to take place in Korea. The King has only two alternatives: He must give a constitution and parliament, or massacre the members of the Independence club, who number every progressive Korean among them. That the Koreans are fitted for liberal institutions must be doubted. They have been robbed by their officials for centuries, and no Korean dreams of being anything but corrupt in an official position. As soon as a Korean has a "job" of this kind, every one of his relatives stop earning a living. He has to keep them all. The small traders, the mechanics, are nearly all Chinese. Banking and shipping are in the hands of the Japanese. The Korean walks around and talks politics, but he understands nothing of politics. It is not likely that the country will remain independent. It is more probable that Russia or Japan will before long annex the country. The Japanese are predominant even now, their fleet is near, their troops always ready to land. But whoever annexes the country will find the valuable concessions are held by foreigners from all parts of the world. The Japanese, as has been said, have the railroad concessions which are already exploited, but the Russians, French and English have similar rights. Germans hold enormous mining rights. Yet the Japanese are the most influential people in Korea. They are the only nation which colonize there.

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PROVINCIAL NEWS

GRAND FORKS.

Grand Forks, July 29.—The Josie, in Summit camp, near the B. C., is being incorporated by Wolford, Holbrook & Rodgers, of Spokane, and the owners, Capt. Rodgers and Joe Young, of Grand Forks. The capital stock is to be $100,000 in 1,000,000 shares of 10 cents each.

It is understood that an option has been given on all the conflicting interests of the famous Seattle claim, on the North Fork of Kettle rivet, eight miles from here, and it is probable that within a week there will be successful flotation of the property.

A party of prominent mining men were in town yesterday. It included Major R. G. Edwards Leckie, superintendent of the Republic mine; Alex. Dick, W. Baker, superintendent of the Gertrude and Coxie, Rossland; and P. A. O'Farrell, the well-known Spokane journalist. After inspecting Summit, Greenwood and other Boundary camps, the visitors left for Republic.

It is interesting to recall Mr. O'Farrell's prediction two years ago to the effect that the advent of a railway into the Boundary would at once result in the shipment of 1,000 tons of ore daily. Mr. O'Farrell states that his prediction will soon be verified.

Despite the activity in building circles, hundreds of new-comers are unable to obtain accommodation. One hundred and four tents dotting vacant lots within the city limits were counted yesterday.

A. C. Flumerfelt, of Victoria, is in town. He is a large shareholder in the Granby Smelter Company, and made a tour of the Boundary camps this week with J. P. Graves and party.

Jeff Davis let a contract this week for a large amount of development work on the Overland, a very promising claim in Wellington camp, owned by Allan Cameron, district freight agent of the C. P. R., and Portland, Ore., parties.

Faher Bros. and Jack Stewart have a force of men at work on the Four Hundred claim, in Wellington camp. A 100-foot shaft will be sunk on the property.

Hay-cutting is now in progress in the Kettle river valley. The crop will be an average one. John A. Manly expects to put up 300 tons.

Mayor L. A. Manly commenced this week the erection of a stone bonded warehouse on Bridge street.

W. A. Campbell and J. McGregor, of Rossland, are in town. Both will likely locate here.

A rare metal known as nagyagite, composed of tellurium, lead and gold, has been found on a claim owned by Robert Wood, Greenwood, at Triple Lake camp, on Canyon creek, a tributary of the Kettle river. Assays give values of $124.18 per ton.

W. H. Robinson, manager of the Eastern Townships bank at Granby, Que., Mrs. Robinson and F. Reginald Robinson will leave for home to-morrow. Mr. Robinson has been here for two months in connection with the opening of an agency here. He also inspected the City of Paris, Old Ironsides and Knob Hill mines, in which he is heavily interested.

After many months of surveying and the expenditure of much money, the C. P. R. engineers have at last discovered a feasible route for a railway over the divide between the Kettle and Okanagan river valleys, and to the south of Camp McKinney. Strange as it may seem, it is said the crossing of this divide at the point indicated has offered the greatest difficulty to engineering skill met with west of the Columbia river, and this was owing not so much to the elevation attained as the sudden drop off from the summit to the valley of the Okanagan, necessitating a circuitous route or zig-zagging down the mountain. Even this seemed difficult to attain, until lines were run to the north of what is known as Camp McCreddy, but as apparently engineering skill has triumphed over nature, it may be inferred that the C. P. R. will now take this route over which to build their main line from Midway to Penticton. Should such be the case, branch roads will be run to tap the main and western tributary of the Kettle river and a junction formed at some point near to and yet east of Rock creek.

A Public Meeting.—Mayor Redfern has been asked to grant the use of the council chamber at the City hall for next Wednesday evening for the Port Angeles ferry scheme. The Victoria advocates of the scheme and the American promoters of it will address the meeting.

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Enterprising Canadians

Messrs. Mackenzie & Mann Looking for Railway Contracts in China.

Some of the Important Works They Have on Hand at Present.

On the Empress of India, which sailed last evening for the Orient, was Mr. D. Mann, of the firm of Mackenzie & Mann, the Canadian railway contractors, promoters and operators. The firm has been offered contracts for building two lines of railway in China, one from Shanghai to Nankin, a distance of 250 miles, and the other 600 miles, from Hankoo to Shangtu. It is with the object of looking over the territory and the plans that Mr. Mann is crossing the Pacific.

Accompanying him as far as Victoria were Mrs. Mann and Miss Williams of Montreal, and his business partner, William Mackenzie, and T. G. Holt. Mr. Mackenzie has a worldwide reputation as a railway builder and operator. He is largely interested in the street railway system of Toronto, and was the head of the Canadian syndicate that a few years ago purchased the street railways of Birmingham, England, greatly improving them. At present the firm are installing a street railway and electric lighting system in St. Paulo, Brazil, and they have always something on the lookout in every part of the world.

In Canada they are at work on three lines of railway the total length of which is 700 miles, mostly in Manitoba. These roads are the Rainy River railway, southeast of Winnipeg, which will be 400 miles in length; an addition to the Dauphin railway in Manitoba, and a line in Manitoba.

Mr. Mackenzie and party will spend several days in Victoria as guests at the Driard.

AGAIN TORN UP.

Sidewalk Across Craigflower Road Disappeared on Sunday Morning.

There is a new complication in the Craigflower road tangle—and both the residents' committee and the municipal authorities are out with the gun on the trail of whosoever it was that removed the much-criticized crossings between Saturday's and Sunday's suns.

The residents are not over-exerting themselves, perhaps, to find out, but they would have preferred that the walks should not have been molested until the termination of the legal proceedings to open to-day, particularly as they had given their word not to resort to the removal of the crossings for the present.

As it is, there is only rumor for the police to follow with reference to the last defiance of municipal authority—which rumor has it that a party of ladies, ten or twelve in number, did the work neatly and expeditiously in the very early hours of Sunday morning.

There were no policemen to take names or make arrests at that hour, and few were aware of the clearing of the obstructions until the hour came for going to church, when they thanked the unknown ladies for a thoroughfare. The crossings were re-laid by the city carpenters yesterday, and a guard of police provided.

This morning the summons cases against the nine residents originally responsible for the taking up of the crossings on Langford and Catherine streets will be opened in the city police court; and to-morrow Mr. Higgins, who is now associated with Mr. A. E. McPhillips, will move for the quashing of the objectionable by-law.

In addition to the legal steps that have been taken, the objectors to the closing of the road are preparing a petition to Messrs. C. E. Pooley and D. W. Higgins, representatives of Esquimalt district in the local house, asking them to urge the government to intercede to prevent the contemplated closing. It is urged that Craigflower road is in the nature of a trunk road from the city into Esquimalt district, and that its maintenance for traffic thus becomes a matter of provincial concern.

TO THE FAR EAST.

Distinguished Travellers on the Empress of India Sailing Last Evening.

The C. P. R. steamship Empress of India called at the outer wharf at 8 o'clock last evening, on her way to the Far East. She was well loaded with freight and passengers, prominent among them being a party of Easterners, composed of Alfred J. Vanderbilt, son of Cornelius Vanderbilt, Douglas Cochran, of Harvard football fame, and Ernest Iselin, of Columbia University, a nephew of the owner of the crack yacht Columbia. As announced in press despatches, the party are on an extensive tour, and one point of interest which they will not omit in their travels will be the Philippines. They will also visit Siberia, and will take a hunting tour through Abyssinia. D. D. Mann, the well-known railroad contractor; Hon. K. Kaneko, of Japan, who has been touring throughout America, and Mr. Nosse, the new Japanese consul for Korea, formerly serving as consul for British Columbia at Vancouver, and later as consul at Chicago, were among other distinguished passengers. Still other travellers occupying saloon accommodation were: J. T. Broadbent, Mr. Bradstreet, W. Pierce, H. J. Coonley, G. Condon, George Lees, W. Sakaroff, D. D. Mann and party, M. B. Blake, Miss Rutherford, Dr. Lelia Doolittle, Mrs. Melrose, Miss Crawford, A. G. Vanderbilt, E. Iselin, W. P. Burden, F. D. Cochran, Hon. K. Kaneko, Mr. Wheelwright, Mr. and Mrs. Layton, Mr. E. Keliner, A. Finlay Smith, Mrs. E. B. Sampson, Mr. Deffendorfer, J. E. L. Tatheson, S. Houghton, Mr. Sharpe, Mr. Hutchinson, Mr. J. D. Hutchinson, Mr. and Mrs. Nosse and child, Professor S. Watase, Mr. Horokoshi, Mr. E. Nordheimer, Rev. F. P. Gillman. The India was full of general cargo, and only remained here while receiving mail and a few passengers.