k, sleepless and
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Fast Line

n Times Strongly Favors
sideration of the C.P.R.
Tender.

ool Will Likely Be the
ritish Terminus of the
Line.

Taxation the Subject of
bate in Imperial House
of Commons.

n, July 25.—In connection with
ier of the Canadian Pacific Rail-
mpany for the fast Atlantic ser-
e Times of this morning editor-
ys:

may assume that if the offer has
ade, as is stated, at the instance
Canadian ministers now in Lon-
has not been made without a
ccurate knowledge of the condi-
which the Imperial government
e prepared to accede. It would
nature to attempt to discuss this
ntil fuller details are disclosed.
is a greater augury that such
s should have emanated from a
which has already given proofs
bility to conduct a great ocean
on sound business lines. There
resent no better service on the
than the service of fast steam-
ch the Canadian Pacific rail-
s between Vancouver and the
st. The Empress steamers, as
e familiarly known, compare
y for comfort, punctuality and
nt, in regard both to freight and
r accommodation, with any
e which at present plies across
thern Pacific, and the same
possesses another useful line
ers running between British Co-
and our Australasian colonies.
e point of view of Imperial in-
the services rendered by the C.
mpany, not only in the con-
of the great trunk line across
inion, but in developing a new
ghway across the Pacific to our
acies and great trading com-
in the other hemisphere, have
proved of the highest values.
ablishment of that and more
of communication between the
Country and Canada on suit-
ditions would constitute an
ater service to the interests of
ire, whilst the fresh element of
competition it would import in-
orth Atlantic could hardly fail
t directly and indirectly all those
interested in the promotion of
d intercourse across the great
hich nowadays serves more and
to divide, but to bring together,
les of Europe and America."

RPOOL THE TERMINUS.

Lawrence, M. P. for a Mon-
District, has informed the New-
mber of Commerce that Liver-
practically certain to be the
port of the new Canadian ser-
that no Bristol channel port
chosen.

KISER'S QUEER BEQUEST.

is Cor. London Telegraph:

aders may remember the curious
s on which the Comte de Pierre-
queathed to his native town of
as fortune, valued at 13,000,000
It was to give an annual prize
francs to a giant couple, with
o the regeneration of the human
s might well be imagined, this
been opposed by the relatives of
tric gentleman, one of their argu-
that the stipulation is simply
us. The case is to be brought
before the civil court of the
d in the meantime a lawyer has
pointed to look after the property.
ugh, in spite of all the publicity
s been given to the affair, only
has come forward as a candi-
is Hugo, who is two meters
and whose father, very strange-
n his day pronounced unfit for
service because he was so very
t seems that the municipality
dilemma been writing to differ-
ries for information about his
arching in fact for giants with
zeal as did Frederick the Great

te de Pierrecourt was in reality
He stinted himself in his quiet
Courbevoie, although he invari-
1,500 to 2,000 francs about him. He
ved his cook, for instance, five
ay for his food; he rode on the
omnibus when he came to Paris
of every quarter to collect his
and to save the expense of a
he allowed his large estate to
and ruin. Little wonder then
relatives, naturally disgusted at
ct of this big fortune being di-
o other channels, should be on-
strange will tooth and nail,
be determined, if the civil
he Seine should pronounce ag-
to carry the case before other
and in short to struggle to the
. It is true that the testator
ted that in default of genuine
strongest and best built couple
tes may receive the prize, but
condition is stigmatized by the
irs as too ridiculous to be seri-
tained, and it is on this ground
ttle will be fought.

Beasley Camp Copper Mines

Extensive Deposits of Pay Ore Described by R. C. Campbell-Johnstone.

It Is Claimed That the Ore Can Be Treated For $4.00 Per Ton.

Beasley is at present a siding on the Canadian Pacific railway, lying seven miles west of Nelson, and like the bear cub, has its future and troubles ahead. It was named after an official on the railway, is situated on the north bank of the Kootenay river and has magnificent water power at its doors. From the railway the mountains rise at a steep elevation toward the north to an altitude of 2,000 feet. As the copper ore deposits run up diagonally along the face of the mountains, and are of great width, the facilities for open cast work without going underground are unexcelled. The show mine of the camp is the Queen Victoria, standing horizontally 1,500 feet from the railway and vertically 1,000 feet above. Here is a bluff of copper ore standing out in bold relief from the country rock, measuring along the face, that is the strike of the deposit, for over 400 feet in length. Across the deposit horizontally the width is 300 feet, and ore also shows vertically for 150 feet, with a westerly dip. The specific gravity of the ore gives 200 pounds to the cubic foot, the same as the Le Roi, or ten cubic feet in place to the ton. By multiplying these dimensions together and dividing the product by ten, gives ore in sight 1,800,000 tons, or six years supply of ore at an output of 1,000 tons daily for 300 tons each year. The character of the deposits are somewhat similar to the Boundary mines, being a zone of lime rock flanked by apparently rhyolite walls, changing to gabbros and diorites.

The ore is rich in rhyolite (this nomenclature will have to be authenticated by microscopic examination) then shading off in values to the centre of the lime zone, and also into the outer country rock. In estimating the value of the mass of ore in the bluff a complete cross section will have to be made, there only at present being a tunnel 100 feet long, started in the lime zone and not exposing either walls. Sampling this present tunnel by systematic chipping will, therefore, rather underestimate the true values than overestimate them. Of three engineers all have arrived at different conclusions regarding values per ton, viz.: $9.37, $10.50 and $12.

COST OF TREATMENT.

The ore can be quarried, concentrated, smelted and refined on the spot for $4 per ton. Writing off 37 cents per ton for mineral tax, office and brokerage expenses, taking the lowest estimate of the three, gives a profit of $5 per ton, or nine millions on the total contents of the bluff. Surely this is one of the largest natural exposures of ore extant, even surpassing the Britannia mines, at Howe Sound.

The estimate is based on three per cent. copper, the balance of values in silver and gold. Below this bluff lies the Oriboco, Copper King and Copper Prince claims. Here the gravel wash is very deep, only exposing ore in places near the railway. All the wash is heavily studded with float ore, and a smelter return of a shipment made gave total gross values per ton of $17.85, of which copper contents were 6 7-10 per cent. per ton. This fact is most encouraging as warranting expectations of richer ore at depth below the bluff. It may be pointed out that although the proportions of the metals differ, the estimated values of the Le Roi ore chutes in place are very similar, with the advantage of cheaper mining from open cast working in favor of the Queen Victoria. On apparently the same zone to the northeast, an open cut on the Rio Tinto, 70 feet across and not reaching either walls yet, exhibits the apex of a copper deposit, which by sampling the full length averages $10.25.

To the west along the mountain side on the far side of Garritty creek, on the Monarch Elk group, is a fine exposure of good copper ore 80 feet wide. This is seemingly distinct from the other deposits, and gives several hundred feet depth for open cast workings. To the north of Bear creek is another immense showing of ore on the Samson group, an estimate of the values of which is impossible until more sections are made. The deposit is in the shape of a cone like the Mother Lode mine in Boundary, giving great opportunity for "glory holes" to remove the whole top, and also getting good depth for open work from Bear creek.

MAGNETIC IRON.

To the west of Falls creek is a very extensive exposure of magnetic iron ore. What ore, future development will prove, remains to be seen. Whether a second iron deposit like the Kitchener one, or the capping of a copper deposit, since magnetite occurs in parts with copper on the mountain. Over the first range up Bear creek are more copper showings.

An account of the copper on the south up Forty-Nine and Rover creeks must be given another time. Comparing the values on the Queen Victoria with other British Columbia mines, and also in size, prove that Beasley has a great future before it with its natural facilities for water power, and the situation of the deposits.

In far Tasmania £900,000 was invested in mining on Mount Lyell before dividends were paid, which have been continuous since; the value of the best grade of ore they treat from the mine is only 2.35 per cent. copper; two ounces of silver, and one and one-third dwt. of gold per ton, of a gross value of $10.34. Their fuel is shipped in and their matte shipped out to America for refining. The deep level mines of Montana only yield from three to four per cent. copper. Boundary ores are lower grade, all of which facts demonstrate the immense prospective value of the Beasley camp with ample working capital to erect their own concentration, smelting and refining plants.

SALMON RIVER PLACERS.

There is great excitement at Erie, B. C., on account of the rich placer grounds being discovered on the North Fork of the Salmon river. The river is being prospected for a distance of 15 miles, and rich deposits of shot gold are reported from the entire district. Miners have reported taking as high as 50 to 60 cents to the pan. A large rush is expected.

GOLD FROM ALASKA.

The Provincial Assay office purchased 50 ounces of gold yesterday from Ramper, Alaska.

GRANBY SMELTER.

Two New Furnaces to Be Installed, Increasing Capacity to 2,100 Tons.

Grand Forks, July 23.—The visiting officials of the Granby company, including the president, S. H. C. Miner, of Granby, Que., leave here tomorrow for Phoenix with the object of inspecting the Granby mines. It is understood that as a result of their visit an order will be placed shortly with a Chicago firm for the installation of two additional furnaces, bringing the capacity of the local smelter up to 2,100 tons per day. Arrangements have been made with the Cascade Power company for the supply of the extra electrical power that will be required here and at the Phoenix mines. The Cascade company has just completed the survey of its proposed pole line into the Granby smelter. The work of building the line will be started immediately.

BAUXITE.

This mineral is a hydrated form of alumina with variable contents, the average being 60 per cent. alumina, 20 per cent. water and the remainder iron oxides, silica and titanium dioxide. The commonest impurity found in Bauxite is ferric oxide which colors the mineral to a gray, brown, or red according to amount present. Silicious matter such as clay and sand may be also present in small quantities. It is commonly found in rounded grains or oval concretions, this condition being characteristic of bauxite. It may also be found in masses resembling clay. In the concretionary variety the concretions vary in size from small peas to large boulders cemented together by hard bauxite or by clay. The compact variety has generally a few small concretions, but resembles ordinary clay with a waxy lustre. Bauxite beds show loose nodules on the surface in many respects like concretionary iron ore (limonite) and is therefore liable to be mistaken for bog iron ore.

The color of its powder is white to brown, generally creamy. It is never found in a crystalline form, and has no cleavage faces being always opaque and earthly in texture.

It is infusible when heated with blowpipe; shows a large quantity of water in closed tube, and gives a blue color with cobalt solution when heated.

It is the most important of all the ores for making aluminium, and it alloys and compounds such as aluminium bronze, alum, baking powders, aluminate of soda, etc.

The value of the ore depends on its percentage of alumina and freedom from iron oxides and silica. An ordinary price is about $3 per ton at the mine. Extensive deposits of bauxite are now being worked in Arkansas, Georgia and Alabama in the United States.

The other ores of aluminium such as corundum, cryolite, clay, etc., are as yet used to a very slight extent in the manufacture of metallic aluminium. Corundum, though richer in alumina than bauxite, has so far proven difficult of treatment as a source of the metal.

CARIBOO HYDRAULICS.

Cariboo Gold Fields Company Making Good Progress.

The Cariboo Gold Fields company are having a splendid success with their big elevator, this, the first season it has been in operation, says the Ashcroft Journal.

The pit at present is roughly speaking circular in form and about 250 feet by 350 and 70 feet from the top to bedrock. The top layers of dirt from 10 to 15 feet thick is the gravel washed down the creek by pioneer miners. The famous bedrock tunnel also put in by them is now in sight as well as the timber of shafts and other drives. This timber is in as good condition as when first put in the ground. The opening of a pit for hydraulic mining always requires a great deal of dead work and according to the extent of the claim it is one or more, generally more, seasons before piping can be done to advantage. The Gold Fields company has moved a lot of dirt this season and will move a good deal more before the water fails, but the pit will not be fairly opened until next year.

The work in the pit is carried on precisely as it would be in any hydraulic mine, up to the point of disposing of the gravel after it has run through the sluice boxes. It is in these sluice boxes that most of the gold is caught. After the dirt leaves the sluice boxes it falls on a reservoir and is elevated to the surface, passes over grizzlies and through a revolving screen and is then carried in sluices to the nearest low ground.

The elevator buckets are run 15 to the minute, and in 24 hours lift about 2,400 cubic yards. A 24 inch pelton wheel fed by an 8-inch pipe under a 500 foot head is the motive power.

Bedrock has not been uncovered in any part of the pit yet, but it is expected a small piece will be cleared this fall. The boulders are at present being hoisted to the surface, but this labor will be avoided when the bedrock is reached.

Mr. Melbourne Bailey, the resident manager appears quite well satisfied with the general work of the elevator, but will introduce some plans of his own into the system, which will greatly improve it. Mr. Bailey has done good work in superintending the erection of this big elevator, and is to be congratulated on the success he is having. Joe Wendell, the foreman, is likewise deserving of credit for his part in bringing the work to a successful issue.

NICOLA COAL FIELDS.

Americans Become Interested—Claim C. P. R. Will Build.

Tacoma and Spokane people are becoming interested with Vancouverites in the Nicola coal fields. Despite the fact that President Shaughnessy said nothing would be done this year to build a line from Spence's Bridge to Midway, through the coal fields, the Americans say they have assurance that this will be done. The Spokane morning paper says:

A movement has been inaugurated in Spokane for the opening up and development of the coal fields in Nicola valley. Samuel A. Hartman, of Tacoma, is one of the principal promoters. He says:

"The Similkameen and Nicola country, in Southern British Columbia, east of the Hope mountains and west of the Boundary country, is known to contain some of the most valuable coal fields in British North America. I am directly interested in a tract of 1,200 acres of coal lands near the town of Nicola, about 35 miles southeast of Spence's Bridge, on the main line of the C. P. R.

"We have five veins of coal ranging in width from six to 12 feet. The coal has been experted by Charles E. Law, of Vancouver, and Wm. Blakemore, of Fernie, who regard it as the equal of, if not superior to, the famous Crow's Nest product.

"The development of the Nicola coal field has hitherto lacked transportation facilities, but we now have the assurance that the C. P. R. will build a cut-off from Spence's Bridge to Midway, passing through the Nicola valley.

A company is being formed in Spokane under the title of the Nicola Coal Mines, Limited. This company will take over 1,280 acres of the best coal land in the Nicola valley, and will start work as soon as the preliminary arrangements are made. Among those interested with me in the development of the new field are Fred. E. Baldwin, J. P. Kelly, J. H. McKune, Fred. Harrington and I. M. Cornthwait, of Spokane; W. T. Heles of Wallace, Idaho, and General Charles S. Warren, of Butte, Mont."

PLOT AGAINST ABDUL HAMID.

Constantinople, July 23.—Spies of the Sultan have denounced a plot against His Majesty's life formed by the palace eunichs. An investigation has been ordered.

MINING NOTES.

During the week ended July 18, the Granby smelter treated 6,770 tons of ore. Only three furnaces are in operation. The grand total treated to date is 467,092 tons.

A strike of one foot of solid ore was made at the Soho last week in the shaft. Ciffe ore was in place and is holding out well. A gang of men have been put at work by Mr. J. C. Ryan below the strike running a tunnel which will tap the ore shoot at greater depth. The strike is of rich ore.

Superintendent Elmendorf recently sampled the Sullivan mine with thoroughness. The lowest returns were 20 per cent. lead and 10 ounces silver, and the average was 33 1-3 per cent. lead and 16 ounces silver. We have ore as high as 68 per cent. lead and 38 ounces silver. We have 200,000 tons in sight, estimated on present development.

The Rossland Miner says: Yesterday the War Eagle and Centre Star wage rolls amounted to $18,000, and that of the Le Roi No. 2, Nickle Plate and Kootenay mines totalled $24,000, making $42,000 put into circulation yesterday. Last Thursday, the 10th, the Le Roi paid out $30,000 to the men employed in that mine, which makes $72,000 paid by the mines above named for wages this month. This does not look as though Rossland was going to the demulition bow-bows.

During the week ending July 19, the mines of Rossland produced 6,730 tons of ore as follows: Le Roi, 5,100; Le Roi No. 2, 1,500; Giant, 130. The total for the year to date is 179,376 tons.

At the annual meeting of the Last Mining company, the old board of directors were re-elected, viz: Dr. Hendryx, president; Biggerstaff Wilson, vice-president; J. H. Stimson, treasurer; L. Pratt, secretary; J. Regan, superintendent. At the meeting it was decided to work the the mine and ship extensively. A force of from 20 to 50 men will be placed on the payroll as soon as possible.

The tonnage of ore shipped through Kaslo during the last ten days is: Ruth, 84½ tons; Whitewater, 140 tons; Rambler-Cariboo, 235½ tons; Slocan Boy, 44 tons; Slocan Star, 21½ tons; Sunset, 21 tons. Total tonnage for six months, 8,852 tons, against 4,994 for the same period last year.

TO SEARCH FOR TREASURE

Schooner Herman Sails From San Francisco for the South Seas.

Ballasted with hope, freighted with dreams of wealth untold, and trimming her sails to catch the landward breezes of El Dorado, says the San Francisco Examiner, the rakish little schooner Herman made her offing yesterday morning and was running down the trades on her long voyage to the treasure isles of the summer seas.

Capt. James Brown was in command and five mysterious passengers leaned abaft the binnacle as the trim little craft tossed across the bar. These passengers are supposed to be stockholders in Capt. Brown's tale of treasure trove, and Judge Dangerfield is believed to be another, although he did not venture upon the sea quest. He was aboard the vessel yesterday, however, and seemed much interested in all that was preparing for the voyage.

The Herman carried provisions sufficient to sustain crew and stockholders a year. On deck was a gasoline launch, and in the hold were stowed wheelbarrows, hand-trucks, pickaxes, shovels and other implements of modern make especially adapted for unearthing buried treasure and conveying it to a safe deposit for the future use of its new possessors.

There is now no doubt that the Herman is the embodiment of a speculative desire to test the accuracy of Capt. Brown's memory concerning the place where the mutinous crew of a Japanese treasure ship buried $70,000,000. If the treasure is not found where Capt. Brown saw it buried, he will tell the stockholders that some of the mutinous crew who stole it originally have probably stolen it again. If it is found intact the treasure-seekers will unquestionably return it to its rightful owners, the Japanese government, minus the legal salvage fees, for the people who are in search of this money are all honest men and would not think of retaining a dollar of money that does not belong to them.

The Herman will touch at Hônolulu and then proceed to Tahiti, after which a course will be laid sou-sou by sou-east for the Marshall group, among which lies the island on which Capt. Brown says the treasure is hidden.

A large crowd watched the schooner as she weighed her anchor and various were the comments on her purpose and the chances of success in the event that treasure is her intent. Some of these were sceptical sea folk who have heard these golden fables many a time and oft in the fo-castle of lime juicers and lumbering tramps ploughing between the Hoogiee and our own Golden Gate. These barnacled old salts laughed satirically as they discussed the prospects of this mysterious voyage and ejaculated many an oath of derision as they shifted their quids to say that "it was all a bloomin' yarn for the marines." There were others, however, rank land lobsters for the greater part, who looked with envy at the stockholders abaft the binnacle and doubted not that the Herman would come back to port with a cargo of gold bricks and ingots stamped with the imperial seal of the Mikado.

RIOTS IN PARIS.

Mobs Resist the Closing of Religious Schools—Many Arrests Made.

Paris, July 24.—A serious disturbance occurred at half-past ten tonight on the terrace of the Cafe de Musee de Cluny. The police cleared the cafe. Several persons were injured and 25 arrests were made. The agitation provoked by the order of Premier Combes to close the Congregationalist schools recalls to some extent the scenes enacted when M. Ferry, then premier, expelled the Jesuits in 1880.

Demonstrations in favor of the nuns and teaching friars are taking place in Paris and many places in the provinces, where the prefects presented themselves at the schools and ordered that the institutions be closed. Up to the present, however, no serious incident has been recorded.

The Nationalists have joined the Clericals in engineering the agitation and their leaders are in the forefront of the effervescence in Paris. Considerable sympathy has been worked up in behalf of the nuns and their schools have been made the particular objects of demonstrations. The Clericals called on their sympathizers to meet outside of the school conducted by the Sisters of St. Vincent de Paul, in the northeast quarter of Paris, which was closed this afternoon, and a considerable crowd gathered there, compelling a large body of police and mounted municipal guards to form a cordon in the streets leading to the school. A few trifling collisions occurred between the Clericals and the counter demonstrators. A Nationalist member of the Chamber of Deputies was arrested while trying to force his way through the police cordon, but he was subsequently released.

AN ATTACK EXPECTED.

Capt. McLean, of the U. S. S. Cincinnati, Describes Satuation in Venezuela.

Washington, July 24.—The following cablegram has been received from Capt. McLean, of the cruiser Cincinnati, dated Laguaira: "Information has been received from the commander of the Topeka. An attack is expected on Puerto Cabello, Venezuela. A meeting of the foreign consuls has elected the United States consul president of the conference. The Harietta is at Cumuna, Venezuela. Carupano is quiet. There are no indications of a blockade. Revolutionary forces control Carupano. The President of Venezuela remains at Barcelona. The Falke, Koningin and Regent, German warships, are at Puerto Cabello. The Gazelle and Suchet (French) are here.

FATALLY INJURED.

Toronto, July 23.—(Special.)—Dr. Horsey, M. P., was fatally injured this evening.

Heavy Freights For Australia

Moana Will Be Well Laden When She Sails Tonight—Other Cargoes.

Atlantic Coast Supplying Much Merchandise to the Colonies.

(From Friday's Daily.)

Steamer Moana will sail today from the outer wharf for Sydney via Brisbane, Honolulu and Suva, carrying a full cargo and a large number of passengers. The steamer Feroric, which is to follow her shortly as an extra freighter, has a large cargo of freight already arranged, and an extra steamer has been secured to carry 2,500 tons of agricultural machinery from Eastern factories and about 2,000 tons of flour which Canadian mills are shipping to Australia. Canada is increasing her trade with Australia, especially in flour and agricultural implements, of which much is imported by Australia, but still much is being taken from Eastern United States ports. The steamer Yeddo sailed from New York last Saturday with a full cargo for Adelaide and Melbourne, much of which was oil products and kerosene. The Tyser liner Ripley followed the Yeddo on Tuesday, and other steamers are loading.

An idea of the large trade, of which Canada should, in the natural course of events, be the chief source of supply, can be learned from the following special despatch from a New York correspondent. He says, under date of Saturday last: "The enormous quantity of manufactured goods that is absorbed by Australia and New Zealand is something of a puzzle. Much of these are used up at once. Roll paper for presswork, wooden notions, such as clothes-pins, fruit and butter dishes, and similar articles form a large part of the cargoes, and are easily accounted for. There also is a continued demand for agricultural machinery, organs, pianos, plain and barbed wire, steel in plates and bars, and sewing machines. Considering the comparatively small population, this is remarkable. In 1901 Norton & Son sent out twenty steamships, the average capacity of each being about 8,000 tons. Besides these, the Tyser and United States and Australasia line sent out a large number. Then there are other shipping firms, and a large amount of tonnage is shipped on sailing vessels. Where all these manufactured goods are disposed of is a conundrum even to the men who supply the ships in which they are carried. A slump from an over-stocked market has long been predicted, but it seems as far off now as it was a year ago. All the merchandise shipped from here is in a more or less manufactured state."

MAKING SLOW TRIP.

The Cambrian Hills Spoken Off Cape Horn Ten Days Ago.

The British ship Cambrian Hills is making a slow passage from Cardiff with her cargo of coal for the navy. She is now out 121 days for Esquimalt, and it will probably be some weeks to come before she arrives, as the bark was spoken off Cape Horn on July 15, having occupied 111 days in reaching the vicinity of the Cape of Storms. She was sighted on July 15 in 55 south latitude and 64 west longitude.

The British bark Springbank, which brought general cargo to Victoria from Liverpool and took a cargo of wheat from Tacoma to Hamburg on her homebound passage, arrived at Hamburg on Saturday last.

ARE AFTER SAILORS.

Boarding Masters of Pacific Coast Points Find Shortage of Seamen.

Sailors are very scarce in the Pacific Coast ports of the United States from Port Townsend to San Diego, and the crimpers, who have won such notoriety at these ports, are busy, for the "blood money" is high. Another practice much in vogue at present is that of inducing sailors to desert, and captains have a hard time in the United States ports—for the practice is not tolerated on this side of the line—to keep their crews on board. Ten sailors were taken out of the British ship Osborne at San Francisco on Sunday last by three runners, and at the request of the British consul the deserters were gathered in and preparations made to prosecute the runners for enticing the men from the ship. The sailors, however, under examination at the consulate declared that they went ashore of their own free will and for the purpose of bettering their condition, and the consul's opportunity to secure a conviction went a-glimmering. Bennett has undertaken to put a stop to desertions from British ships and is finding it an up-hill battle. In his fight he has but lukewarm support from the owners who lose nothing by the desertions and no assistance from the captains, who in most cases not only profit by the desertion but receive a commission out of the "blood money" paid for new men when the ship is ready for sea. By these desertions the owners gain, the captains profit, the sailor boarding house runners and keepers make a living, and Jack, who pays the price, whose hard-earned wage is divided, does not care.

The master of one of the local steamers who was aforetime master of a deep sea sailer, was almost killed on one occasion in endeavoring to save his crew from runners who were endeavoring to entice them away. He heard a boat coming at dead of night near the bow of the vessel, and leaning over the bow, he shouted at the runners—for such they were—to push off from his vessel. For reply they shot at him with a revolver, the bullet striking a badge he wore on his coat, which saved his life. He seized a grindstone which stood nearby, and heaving it over, stove a hole through the bottom of the boat, and the shipwrecked runners clambered into the anchor chains. He forced them to come up one by one, and put up their wrists for handcuffs as they neared the rail. Thus he captured four runners, who were handed over to the law.

SHIPBUILDING.

Barkentiue To Be Built at Vanacouver—Industry on the Sound.

While little has been done towards building lumber ships in British Columbia, and it is only now that steps are being taken to build a barkentine at Vancouver, the ports of Washington and Oregon have built a large number of vessels within the past few years. During 1900 27 lumber carriers whose tonnage ranges from 460 to 1348 tons, were built at Pacific Coast ports, and in 1901 29 vessels were built, a total tonnage of 40,256 tons within the two years mentioned. With the vessels launched and those now in the stocks the list will number over 30 built during 1902, and this large fleet of vessels are beginning to cut a swath in the trade which was formerly controlled by the British and foreign vessels which tramped around the world with cargo and ballast and carried the lumber from British Columbia and the Pacific Coast mills to the marts of the world. Steps are now being made to secure a bonus from the Dominion Government for the construction of these lumber droghers, and if this is successful, there will without doubt be some vessels on the stocks in British Columbia yards before long.

The entry of the fleet built on the Coast into the foreign carrying trade has been a factor in reducing freights, for in former years, when the foreign shipowner sent vessels to this coast seeking grain, exporters were forced to pay pretty good prices or the ships were speedily taken up for lumber. Under the new regime, the Pacific Coast built lumber droghers can carry lumber so much cheaper than the square-rigged that the latter has almost been forced out of the business, and when the big fleet of schooners now under construction, or under contract, enter the water, there will be but a small amount of business for the square-riggers; and they will be forced to accept grain freights or seek business elsewhere.

Dullness in freights in other parts of the world has had something to do with making grain freights about 10 cents per bushel lower this season than they were last season, but the factor of very great importance is this large and rapidly growing fleet of big modern-built wooden schooners and barkentines.

A SALT WAR.

For Which Low Freight Rates From Europe Are Responsible.

Ocean freight rates between Europe and Portland are responsible for the liveliest salt war that has ever been witnessed on the Pacific Coast. One ship, the Sierra Estrella, is discharging a cargo of salt at Portland docks, and four more are now en route for Portland from Europe with salt cargoes for Portland firms. The amount of salt included in this fleet of vessels is approximately 9,000 tons.

For several years the salt business of the Pacific Coast has has been in control of the Federal Salt Company, known as the "salt trust," and the price reached $28 per ton. About the time the Sierra Estella was due, last month, the Federal Salt Company announced a reduction of $8 per ton in the price of salt. On Wednesday the Federal Company announced that a further cut of $6 per ton would be made to-morrow, making a reduction of $14 per ton within thirty days. When the four additional cargoes reach Portland a further reduction in the price is looked for.

The Federal Salt Company, it is said, has, in addition to thousands of tons of salt in California warehouses, 60,000 tons of foreign salt, which is kept off the market in order to hold prices up.

THE LUMBER SHIPS.

Emily A. Reed Will Load at Chemainus—Improvements at the Mills.

The British ship Emily A. Reed, which has been hauled out at Esquimalt to be surveyed, reclassed and overhauled, has been chartered to load lumber at Chemainus for South Africa when her repairs are completed. The ship Paramita, which is loading at the Chemainus mills for Sydney, will complete her cargo to-day and will come here for a crew. The ship Aurora, which is lying in the Royal Roads with a cargo of 1,001,400 feet of lumber on board laden at Chemainus for Sydney, will probably sail to-day, when she will complete her crew. The ship Carnarvon Bay is still discharging at Esquimalt and is not expected around at the outer wharf for a few days yet.

The Chemainus mills are rapidly completing the railway spur to the mills, which will allow of their making eastern shipments via the ferry from Ladysmith. Preparations are being made for the erection of two dry kilns, with a capacity of fifty thousand feet per day, and also a shingle mill.

THE DREDGER.

Government Gives Permission for Use of the Snagboat Sampson.

The big Government dredge is still attracting much attention. Yesterday morning the rotary cutter had to be lifted for a while, for it began to chew an anchor taken from the harbor bed, which was a little too much for its hard steel teeth, which are swished around in the mud to feed the big suction pump which drives the silt through the pipes to the mud flats. Yesterday morning a coal oil can made the trip through the pipe, and small anchors, pebbles, which are nearly as big as punching bags, crabs, and other stills, solid and otherwise, which are fished up by the suction pump with the silt, are continually being driven through with the water and mud, which is spreading well across the flats, as has been proven by soundings recently taken. The dredge is now working to make a uniform depth of ten feet at low water, but this will probably be gone over and the depth increased to sixteen feet. A new spud is to be put in the dredger hull to give her a greater purchase than secured by the forward spud.

As was announced yesterday, the snagboat Sampson is to come to draw the piles and the work of the removal of the cofferdam will be carried on from the snagboat. As there is no machinery here suitable for the removal of the piles it was the intention of the city to use a tug and break off the piles. Recently, however, it was suggested to the city engineer that if a request was made to the Ottawa Government the snagboat Sampson would probably be despatched here for the purpose of removing the cofferdam. Yesterday the permission for her coming was granted.

TEES SAILS NORTH.

Takes Passengers on an Excursion Trip to Hazelton.

Steamer Tees sailed for Naas and way ports last night, carrying a fair cargo, which included about six thousand cases of empty tins being shipped north to be filled with the salmon which is being caught so plentifully on the Skeena. The tins were shipped from the Automatic Can Company's factories at New Westminster, and about four thousand were loaded on the Tees from the R. P. Rithet yesterday. The Tees will be well filled with passengers when she leaves Vancouver, for she is carrying an excursion to Hazelton. The excursionists will proceed to Port Essington on the Tees and embark at the Skeena river port on the sternwheeler Hazelton, which will be there awaiting the arrival of the steamer. After making the trip up the northern river they will return to Port Essington in time to take passage South on the steamer Princess Louise on her next voyage, on which she starts from here on Thursday next. A flat rate of fifty dollars is being charged for the round trip.

Included among the passengers who sailed from this port on the steamer were: G. M. Davies, Mrs. Skillen, T. Parker, A. J. Dallain, G. Watkins, J. N. Little, J. C. Pendray, and F. J. Hall. About twenty excursionists will embark at Vancouver.

INQUISITORS OF PARIS.

How Letters Are Opened and Re-closed by the French Police.

From London Express.

It has always been denied by the French police that under any circumstances is "the sanctity of private correspondence violated," but everybody who has come, in France, in contact with political movements or the criminal police is well aware of the fact that the Cabinet Noir, or black cabinet, is as much today a part of government and police machinery as it was in the days of Louis XV., who is generally credited with its invention.

The black cabinet is an office in the Paris prefecture of police where letters and pneumatic cards commandeered from the G. P. O. are opened, read and possibly photographed, and where telegrams are examined and translated if in foreign languages or in cipher.

The employees of this office have a complete outfit for dealing with letters for opening the envelopes or abstracting the contents, and for removing seals or reproducing them.

Where the envelope is so closely pasted as to render the simple method of steaming it open too dilatory, various methods of getting at the enclosure are practised. Sometimes one side is opened with a very sharp knife, the separate covers being afterwards skilfully gummed together when the letter has been read. When a black-edged envelope has been used, this tampering can be most effectively concealed by the use of a little ink.

Sometimes an implement resembling a bradawl is inserted at one corner of the envelope and twisted round so dexterously that the contents can be drawn out in the shape of a spiral spill. Or the stamp is removed and a slit cut in the paper beneath, through which the letter is abstracted, and, after perusal, returned.

When the letter is ready for forwarding, the stamp is gummed down again into the place, and hides all trace of its operation. Seals are easily disposed of. A very thin, sharp blade of steel is heated and passed under the wax, removing it bodily. As easily is it afterward put back into its place.

All these tricks are the same as those practised by post office thieves.

Where in the course of its manipulation an envelope gets so disfigured that it would be obvious to the receiver that it has been tampered with, it is usually "suppressed." This happens often in the case of missives whose senders adopt Col. Picquart's method of baffling the Cabinet Noir.

"The only way, I have discovered," said Col. Picquart at the first Zola trial, "of rendering a letter absolutely inviolable is to use two envelopes, one smaller than the other. You put the communication into the smaller envelope, smear this all over with gum, and place it in the second envelope, on which you write the address. The black cabinet cannot get at the contents without entirely destroying the outer envelope."

However, in such a case the chances are a hundred to one that the letter would never reach its destination.

Criminals, conspirators and politicians who suspect that their letters may be tampered with at the Cabinet Noir, often take advantage of the circumstances to dupe the police, to throw them off the scent.

Major Esterhazy has had more to suffer from the Cabinet Noir than perhaps any man living; and while the "affaire" was at its height, devised various schemes for protecting the numerous letters he despatched daily from London. An effective plan was to get a friend to write the address, to use envelopes bearing the imprint of some imaginary commercial house, and to send the letter under this cover to some friendly third party.

The writer of this article has frequently received letters which had obviously been opened and refastened, often most clumsily, and on several occasions telegrams to London and New York dealing with political news sent by him in his capacity of political correspondent were so delayed in transmission as to become valueless, the proprietors of the newspapers having thus to thank the Cabinet Noir for the loss of thousands of francs.

In England, although we do not hear of a Cabinet Noir at the service of the government, the police, it is well known, do not scruple to obtain possession of any person's letters which may afford a clew. The proceeding is irregular and unauthorized, and if detected would no doubt entail trouble on the too inquisitive inspectors. But it was thanks to Cabinet Noir methods that both Lefroy and James Canham Read, among other notorious criminals, were run to earth.

THE CONVICTS OF SAGHALIEN.

Traveler Tells of a Visit to the Siberian Convict Station.

Nicolas S. Doubay, the Russian Cossack, who is touring the world on Shank's Mare, has studied the prisons of Saghalien during his journey around the globe, and he speaks interestingly of the much-talked of prisons of the white Czar. Russia sends her criminals to these prisons instead of to death, and the sentences are graded. For the first three years the prisoner is confined to his cell. His bed is folded up at 7:30 each morning, and cannot be replaced in position until the evening at 8:30, and the guard allows of no sleeping until 9 p. m. In the meantime the prisoner must keep moving about his cell. For the remainder of his sentence the prisoner must work in the forests, the farms, or in the mines of the convict settlement, and when he finishes his time, if he has been of good behaviour, he is given tools and allowed to build his home in the villages of the convicts. The home is of the model which all released convicts are forced to build, and when he has lived in it for three years he has a good character, he is given five acres of land to till for himself, and then a passport is given him, to allow of his going and coming at will—a free man. This is the convict life of Saghalien today.

Some years ago when Karnoff, the cruel, was jailmaster at Saghalien, many were the cruelties. The convicts who were serving their sentences then talk with horror of those times as their memory recalls the cruelties. The knout was freely used then, and numbers of instances are told, where the cruel jailmaster shot convicts who were too ill to work. Things have changed since, however, and according to Mr. Doubay, the prison is run on humanitarian principles.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 16th to 22nd July, 1902.

With the exception of rain on one day (Monday 21st) the weather has been fine throughout the North Pacific Coast, and upon Saturday and Sunday decidedly hot. These fine weather conditions were due to the summer type of high barometric pressure moving up the coast to this province, and then spreading inland. At the same time the barometer fell considerably over California and Oregon. By Saturday the 19th, the winds had shifted to the northward, and blowing over the heated interior instead of off the cold waters of the Pacific, they caused the temperature here to rise to 86 and on the Lower Mainland to over 90 degrees.

By Sunday, the 20th, this high barometer area had spread eastward to the Great Lakes, giving place to one of low pressure, which as it crossed this province, caused copious showers both on Vancouver Island and the Lower Mainland. By Monday night this disturbance was centred in the Territories, and was followed by another high area and fine weather. The weather in the Territories and Manitoba during this week was most favorable for the crops. Light showers occurred from time to time though the weather has been generally fine and moderately warm. The highest temperature recorded was 92, at Medicine Hat on the 21st, and the lowest was 44 on the 18th and 19th in Alberta.

Victoria—Amount of bright sunshine recorded was 66 hours and 42 minutes; rainfall, .13 inch; highest temperature, 86, on the 19th, and lowest, 50, on the 17th.

New Westminster—Rainfall, .18 inch; highest temperature, 90, on the 19th; lowest, 46, on the 17th.

Kamloops—No rain; highest temperature, 96, on the 20th; lowest, 50, on the 17th.

Barkerville—Rainfall, .06 inch; highest temperature, 82, on the 19th; lowest, 38, on the 17th.

Port Simpson—Rainfall, .36 inch; highest temperature, 70, on the 19th; lowest, 46, on the 16th.

Dawson—Rainfall, .52 inch; highest temperature, 78, on the 16th; lowest, 42, on the 20th.

The house of John Dryden, in Gerard street, London, has been recently demolished. A "jerry-built monst