-a-luck, and such like, and a Jap were hard discover whose money est in small bets. The ted, and in the police en pleaded guilty and ch. The Jap said hewas remanded.

N BOUNDARY.

of Properties Activet Work.

spondent of the Nelrites as follows: tember has shown a nt in Boundary mining n account of the inproperties actively at. easured by practical

nnage of ore. July ow months in a minout this section, ocppage of coke sup-Boundary smelters. caused by the strike mines, whence the This cessation of smelter naturally laid off altogether cases, as there was adjusted in August, ration once m and the output has sed until it is now respectable proport quite up to the old iled before the coal shipments from

three-quarters of the nonths ending Septhat the total for the doubtedly be much for 1901, when aptons of ore were st nine months the nts for these mines e ascertained tons, which record when the drawback iast few months, the miners, mine is remembered om Boundary mines onths as follows: ; February, 33,708 tons; April, 54,485 ons; June, 43,061 ns; August, 16,324

582 tons; total, 347,that for some time was to be expecten but little shipfrom the largest properties and the e average of May ed for the balance output wil be con-00 tons for the full

ee smelters in the ng, with four fur he Granby smelter Mother Lode smel nd the Sunset smel-The total num-to be blown in is number is to be r future by at least present reduction apacity of the re the total capacity s will be about 5,000

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ne and reliable speciforms of rheuma ery Compound. This y assertion is fully and fearlessly sup-

to the present with your system, reny and peril; change icc. Prudence and direct you to use ind, the medicine any of your friends

r Hill, Victoria, B. almost a lifetime, and truly to the elery Compound is

led with rheumatism id about eight years: ere attack, almost right arm. A friend e of Paine's Celery lly gave me a bottle ted by that one botthen it has been alhave suffered, and ound some benefit y-five years of age; get up early in the w equal to a good

red and one centen-

er, on Oct. 7th, the Stanislaus Maher, of

Westminster, on Oct

At the residence of, Victoria West, on e Rev. D. MacRae, o Nellie Stevens An-of Hugh Anderson. ncouver, on Oct. 7th, facBeth, Edward J. and E. Batt.

e 9th inst., Henry born at sea off 69 years.

BOARD OF TRADE PRESENT MEMORIAL

HON. A. G. BLAIR ON RAILWAY QUESTION

J. J. Hill Likely to Build the V., V. & E. Without Asking Any Government Aid.

Hon. A. G. Blair, minister of railways and canals in the Federal government, delivered an address in reply to the proposals laid before him last evening by the board of trade of the city, which was a most characteristic one. It was but what might have been ex-

Innais of commerce.

The United States citizens to the south of us are feeling the effect of this in a marked degree. Their progress is phenomenal, even in a country where instances of exceptional development are far from uncommon. We appreciate the fact that in the United States are eighty millions of people and a vast accumulation of wealth, compared with which the population and financial resources of Canada are relatively small, but the board feels that this only increases the responsibility resting upon

and the Yukon Territory, in connection with any line of railway hereafter to be constructed on the Mainland.

Vancouver Island possesses great resources in minerals and timber, and its agricultural areas, though in no single instance very extensive, are by no means inconsiderable. The mining industry is rapidly progressing. A smelter has been built and is in operation at the new town of Crofton, and one is being erected at Ladysmith to treat the copper ores now being mined.

Less than one-half the area of the Island has been prospected, and less than one-fourth is occupied. The proposed railway would lead to very rapid development. Without it progress will necessarily be somethic stants. Signed on behalf of the board of trade.

In reply Mr. Blair said that he had glanced through the list of proposals. It could hardly be expected that he should give a definite answer to these at this time. He was in accord with the preliminary observations made. He agreed with the view that the conditions in this country, not only here but in all parts of Canada, were such as to call for energetic action. It mattered not into whose

The Coast-Kootenay Line.—The urgency of this railway has been so frequently presented to the consideration of the government that they need not be enlarged upon here, but it may be mentioned that the discoveries of each year show more convincingly than ever what great natural wealth would be opened for exploitation by such a line. The board feel that a direct railway to the mining districts of Southern British Columbia is something which the Coast cities of the province are entitled.

In the early days of lode mining there, the contained at the same time a small state of the country were entrusted there must be a progressive prolicy. There was constantly coming before the government proposals which were prodigious in their character. These called for undertakings of wonderful proportions. They were forced to see what a great country this was, greater than probably any of those present fully realized. But while it was a great country it contained at the same time a small

to give him an opportunity to read in the content of the content o

by the opening of new areas,
I have the honor, sir, to remain your bedient servant.
Signed on behalf of the board of trade.
La G. M'QUADE,
President.

getic action. It mattered not into whose In the early days of lode mining there, these cities found the greater part of the trade taken from them by other United States towns and Spokane. Later, the construction of the Crow's Nest Pass railway diverted a large part of the business to Winnipeg and other Western Canadian points.

A direct railway from the Coast will not

which was a most characteristic one. It was but what might have been expected from the man who had by his business ability brought the Intercolonial railway from being a drain upon the national exchequer to a revenue earner. It was a very representative gathering not only of the board of trade, but of the citizens generally, which gathered in the parlor of the Driard hotel upon the return of the minister and his party from the exhibition grounds. The address presented by the board of trade was a very long one, and in order to facilitate matters had been handed to Hon. Mr. Blair previously to the gathering, so as to give him an opportunity to read it through.

President L. P. McQuade, on behalf of the board, drew attention to this fact, and in a few words urged upon the minimal form the board of the words are all and other western Canadian the Coast will not only of the Coast will not only of the character of the only open new and valuable markets, but will give the Coast cities what is felt to be only their legitimate chance of competing with others for the trade of this important and growing section of the proving and granted by parliament to such a railway should be coupled with a provisor requiring direct connection with victoria by car fetry to be a regular and continuous part of the service of the Ilne.

The Canadian Northern.—The board day as possible a secondary of the canadian Northern railway so as to provide at as early a day as possible a secondary and the very rapid colonization of the provision, of a new route whereby the provision, of a new route whereby the grant there produced can readily leach the open and of the Coast will provide the front, all thinking men were forced to to the front, all thinking men were forced to call a pause. The character of the problems to which attention had been called in this address were but samples of the problems to which attention had been called in this address were but samples of the problems to which attention had been called in this address were but samples

facilities.

Owing to the fact that the only railway route to the Yukon is from a point in the possession of the United States, the British Columbia cities have been greatly hampered in their competition for the trade of that part of Canada. Moreover, the White Pass & Yukon route being in part outside of the jurisdiction of Canada, it is not possible for the government to exercise fully that control of rates which is desirable in the interest of general business.

Believing, as the board do, that the Yukon Territory will be a permanent production. These min-



Meals cooked on a "Famous Active" are always on time.

Because our specially constructed "Famous" dampers regulate the fire to a certainty, and a cook knows just the time required for the fire to reach the heat necessary for cooking any particular dish.

Then, to absolutely exclude guessing, a "Famous" thermometer is fitted to the oven-

A vote of thanks being tendered Mr. Blair for his kindness in affording the board an opportunity of bringing these matters to his attention, the minist

COLONIA COMPLETED THE WORK YESTERDAY

At 11 o'clock yesterday morning the Colonia completed laying the longest essfully and well-timed expedition from Bamfield Creek.

No other steamer in the world could No other steamer in the world could have handled the same length of cable, and it is probable that none has ever carried out a similar contract with less mishap or with greater facility. The Colonia left Bamfield Creek at 2.30 p.m. on the 18th of last month, and was just 17 days 21½ hours in completing her work. As 10 days was the time calon. work. As 19 days was the time calcu-lated on for the trip, it will be seen that forward deck, and the fact that there the ship evidently experienced no delays are yet no guns upon this deck gives rise of consequence, and proceeded along the way probably with not a single hitch. The total distance covered proved to be 3,455 miles, about 85 miles less than estimated, a fact which accounts for the steamer going so near to shore. From where the Colonia left off the Anglia will complete the work laying the shore will complete the work laying the shore end with heavy cable, and the only sec-

kong.
The steamship Kintuck, of the China Mutual line, has been discharging Oriental cargo and reloading in part at Seattle for the past several days. She station now building there. is now in Tacoma, where, among other cargo, a shipment of 1,000 tons of wheat her cargo at Brisbane, the Foreric will awaits her.

BOGOTA IS READY.

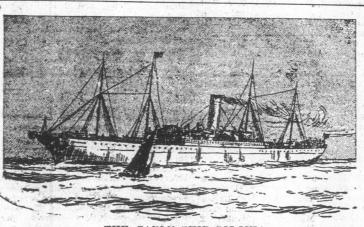
The Bogota has completed her crew | SHEARWATER WILL BE DOCKED and is now ready to proceed south from San Francisco to participate in the Co-Ship Finished Undertaking in Less Time
Than Calculated—Bogota Sails
This Week.

This Week.

This Week.

San Francisco to participate in the Colombian troubles. She carries 65 men. Her officers are: Capt. H. H. Marmaduke, commander; Lieut. Arthur H. Dutton, executive officer and navigator; Lieut. J. J. Meany, Lieut. J. H. Mitchell, Lieut. J. Menges, watch and divisional officers; Dr. John Graham, surgeon; John Carrick, chief engineer. Each of the officers has seen service on gunboats, and nearly all of them have served on Uncle Sam's men-of-war. The Colonia completed laying the longest Colonia completed laying the longest span of cable that has ever been lowered to the bed of an ocean, mooring one end of it a mile off Fanning Island and stretching in all exactly 3.455 miles of the luge copper wire, after a most successful and are successful and and stretching in all exactly 5.455 miles of the luge copper wire, after a most successful and and stretching in all exactly 5.455 miles of the luge copper wire, after a most successful and and stretching in all exactly 5.455 miles of the luge copper wire, after a most successful and the successful with a rifle to have won the rating of a sharpshooter.

The battery of the new flagboat of



THE CABLE SHIP COLONIA.

tion still missing in the Canadian-Aus- so fleet, the Bogota being able, under tralian connection between Fanning Island and Suva.

forced draught, to make 15 knots an hour. Asked what they shall do if they

and Peake, the men in charge of the un- lieve that her crew will allow them to ertaking, and congratulatory messages were forwarded in return by C. P. R. officials, Mayor Hayward, members of the provincial government and others.

largest cable steamer in the world, and greatest possible economy of space. than might have been expected.

It was a matter of regret to him that perfection as it is possible for it to be within the specified time called for in the contract with the Pacific Telegraph Construction & Maintenance Company, namely, December 1st, there can some the contract with the Pacific Telegraph Construction of the Pacific Telegraph is about to begin operations," says the Pacific Telegraph is about to begin operations, says the page 1st, there can some the page 1st the namely, December 1st, there can now be

Ittle doubt.

The Anglia with the remaining section

Luckenback
New York. tralia will be established before the end | ber 20th for Seattle. the contractors. It is said as soon as the carriers.

News of the Colonia's work was re-encounter the Padilla, the officers reply eived last evening from Messrs, Lucas

der her unrecognizable as a pleasure boat, or as the Cutch, as she was known government had shown itself ready to lend an open ear to all requirements, and would continue to do so. He was glad the board of trade had undertaken to prepare such a memorial. It proved to be less rectional and local in its character the provincial government and others.

The Colonia, it is believed, has established a record in the laying of cables, for it is thought she has been able to maintain throughout the eight-knot speed, or thereabouts, with which she sailed from the port of Victoria. Every foot of the unneeded superstructure has been cleared away. The interior has been so remodeled as speed, or thereabouts, with which she sailed from the port of Victoria. Every foot of the unneeded superstructure has been cleared away. The interior has been comfortable quarters, and yet with an eye to the largest cable stagement in the world and order to be supported by the complete the provincial government and others.

The Colonia, it is believed, has estable is every foot of the unneeded superstructure has been cleared away. The interior has been so remodeled as to give officers and yet with an eye to the largest cable stagement in the world.

STILL ANOTHER LINE.

is about to begin operations," says the Post-Intelligencer. "It is backed by the Luckenbacks, a great shipping house of

"The first vessel of the new line, the of the cable yet to be laid will soon start operations, and it is possible through connection between Canada and Ausscheduled for the run. She sails on Octo-He expressed regret that he would are the conference, as he had an engagement to dine with hisfold riend and colleague, Sir Henri Joly, at

work has been completed a test of the East and West routes will be made, the the K. L. Luckenback, recently comsame messages being sent both ways pleted at Sparrow point, is said to have same messages being sent both ways simultaneously to London.

The Colonia now proceeds to Honolulu, where she picks up the superintendent of the United States Parcific Cable Company, sailing thence for Manila, where the Colonia will further arrangements.

2.945½ barrels of flour, valued at \$8,-836.50, for Shanghai, and 4.375 barrels, valued at \$13,125, for Hong-kong.

Company of New Zealand (which cor-poration operates the Canadian-Austral-ian liners), reached Auckland prior to October 3rd. On her way down she called at Fanning Island, and there dis-

run up to Fiji Islands and there load raw sugar for the British Columbia su-

When H. M. S. Amphion vacates the dry dock, a couple of weeks hence, and the repairs which are now in progress have been found to meet the satisfaction of the naval authorities, the cruiser Shearwater will be placed on the blocks for a cleaning and a painting. The Shearwater is still at Comox, where she arrived from Behring Sea a week or so ago. When she leaves the dock the Grafton will then be taken in for similar treatment. She is going south some time in December, but may not go far-ther than Acapulco. There is a general impression that the Phaeton will accompany her on her return. The Phaeton's commission on this station expires early next year. On returning to Esqui-malt she will be reprovisioned and made ready for the homeward voyage, pro ing south to await the arrival of her-

EXAMINED THE BRISTOL.

Apart from sending a diver north to examine the wreck, the Portland con-tractors who agreed to float the lost collier Bristol off the coast of Green Island have taken no action, at least so far as local information goes. They had contracted with Victorians to raise the ship before bad weather had set in and to commence the work without delay, but steamers from the North report no salving operations as yet in progress, and the result of the diver's examination has not been made known. Victorians, however, contend that there should be no unsurmountable difficulty in the way of raising the ship and repairing her

COLD WEATHER EXPECTED. Word is daily expected of a general freeze-up in the Yukon, and for a time antil winter conditions become settled there will be practically a suspension of

traffic, both passenger and freight. . The Pacific Coast Steamship Company and other navigation companies are looking for this slack season. The first men tioned is withdrawing the Spokane from the northern run, and for a time until the Cottage City is repaired will only be operating the City of Topeka on the route. This will be the first reduction in the northern fleet, but it is expected that others will follow immediately

CARRIED A FULL LOAD. There was little spare room on the steamer Queen City when that vessel sailed for Quatsino and way ports last night. She carried a big freight, including some heavy shipments for the Comstock and other mining properties. Among the passengers who left on the steamer were W. C. Spicer, Capt. John Irving,
T. J. Briggs, Capt. Devereaux, Miss
Devereaux, J. E. Sutton, Miss McLean,
F. G. Kellogg, and Messrs. Earle, Spencer Copeland, Stewart, Parsons, Geldin, Robinson, Minerals, Chambers, Hewett, James, Wilson, Scales and Watson, Voltage

LINDENHALL NEARLY DUE. News was brought by the steamer Tartar that the steamer Lindenhall, which has on board 5,500 tons of raw Japanese sugar for the British Columbia sugar refinery, sailed from Nagasaki on p September 16th for Moji to load bunkers coal for the voyage. The Lindenhall should therefore reach port some time towards the end of this month. It will be remembered that the Lindenhall ran

AMERICAN BRIDGES.

We have only to look at the bridges of Paris, of London, of Berlin, to see Other steamers than the exception in European cities. neering in metallic construction. On the other hand, when we look at our American cities, we shall see good bridges a rure exception. New York, for example, has but one good bridge of note, in the

the production of the control of the