

Provincial News.

SANDON.

A Catholic church is being erected here. The old city council of Sandon have resigned. D. McLaughlin will build the new school here.

ROSSLAND.

Albert Westfall, a diamond drill operator, employed in the War Eagle mine, was killed yesterday afternoon by being struck when the skip was coming down the shaft. Apparently not noticing its approach, he struck his head out to look down where foreman Warden was, a few feet below him, and was hit by the full force of the skip. His neck was fractured. Westfall was a native of Oregon, and was 32 or 33 years of age; he leaves no family.

GREENWOOD.

Mrs. C. Scott Galloway and family left for Victoria the past week, where the boys will continue their studies in the high school. -Miner.

At the meeting held last week in Union hall, a Cooks' Union was formed under the Western Federation, with R. Lucas president; M. M. Bunge, vice-president, and George Howe, secretary. The organization is temporary, but a charter from the W. F. L. will be applied for, when the organization will be made permanent.

KAMLOOPS.

Sir C. Hibbert Tupper, Hon. R. McBride, Captain Tatlow, M.P.P., Mayor Garden, of Vancouver, Auley Morrison, M.P., and J. C. Brown, M.P.P., have intimated their intention at being present at the exhibition next week.

The C. P. R. are putting in a spur of track to the east of the station for the purpose of storing 2,500 tons of coal. In future Kamloops will be the base of supply for coal for trains running east. The coal will be supplied from the Comox collieries.

ALDERSON.

The special alderman committee appointed to negotiate with the promoters of the proposed woolen industry have not submitted a proposition to the Toronto parties yet. The committee are awaiting the transfer of the foreman rights east of Hall street by the province to the corporation. This will place a suitable site at the disposal of the city.

James Steers, of the tug Proctor, who narrowly escaped drowning on Kootenay lake on Thursday, was taken to the hospital on Friday evening, suffering from the effects of the accident. He is doing well.

NELSON.

A wedding took place on Monday afternoon at the residence of John G. Dyer, Hendry street. The contracting parties were Miss Agnes Lily Watson, a sister of Mrs. Devlin, and Joseph O'Donnell, late of Glasgow, Scotland. The nuptial knot was tied by Rev. George Greig, acting pastor of St. Paul's Presbyterian church.

The funeral of Albert La Coursiere, a Frenchman, who died at the General hospital on Saturday afternoon, took place at 3:30 o'clock on Monday morning from the Catholic church, Father Ferland officiating. Mr. La Coursiere, who was a miner and who had been working at the Highland group at Ainsworth, was brought to the hospital about four weeks ago suffering from typhoid fever, from which he died.

FERNIE.

A. McPhail, who has been master mechanic for the Crow's Nest Pass Coal Company ever since active operations commenced at the Coal Creek mines, has handed in his resignation, to take effect on October 31st.

Their Excellencies, the Earl of Minto and the Countess of Minto, passed through Fernie on Thursday on a special train, and were met at the station by a large crowd. The A. D. C. introduced Miss McFarlane to Lady Minto, and on behalf of the ladies of Fernie presented her with a beautiful souvenir spoon, in the bowl of which was the word "Fernie," while on the handle in beautiful enamel was an exact miniature of the British Columbia coat of arms. Lady Minto expressed her appreciation of the thoughtfulness shown, and thanked the ladies for their kindness.

NELSON.

Howard Guest, the brakeman who was badly injured in the collision which happened a few weeks ago near Bonington Falls, is rapidly recovering. The problem of properly relieving the city was solved at the meeting of the council on Monday night, when it was decided to repair the old dam. Ten men were put to work on Tuesday morning and as the work advances more men will be added. A trench nine feet deep and three feet wide will be sunk below the present excavation. On the side next to the water will be a timber facing ten inches thick, while the rest of the trench will be filled with a clay mixture, making the lower portion of the dam a substantial one. From the upper point of this work a timber crib work will be constructed, and will be filled with rock. The entire enterprise will, it is expected, cost over \$3,500. The capacity of the dam when completed will be nearly 4,500,000 gallons, and will run the present number of lights eight hours without the natural flow of the creek.

TRAIL.

A very pleasant reception was tendered the Rev. Mr. Fye on Friday evening in the Methodist church, about 100 of his friends being present. The chair was taken by the Rev. Byron H. West, who made a few appropriate remarks welcoming the pastor to his new field of labor, and wishing him every success.

On Friday afternoon as H. H. Smith, the well known merchant, tailor of Trail, and Captain Devitt were coming down from Rossland in a buggy, the horse shied at some wire lying by the roadside, spilling the occupants out. Capt. Devitt escaped without serious injury, but Mr. Smith was not so fortunate. He struck the ground heavily, breaking the left arm close up near the head of the

bone. The accident will lay him up for several weeks.

St. Andrew's Episcopal church was the scene of a brilliant wedding on Wednesday morning. The high contracting parties were Edward Trumble, of Revelstoke, and Miss Caroline H. Clancy. The interesting ceremony was performed by Rev. William Clarke, assisted by Rev. Charles H. Hedley, of Rossland.

NEW WESTMINSTER.

It is understood that Harry Matheson, formerly of the local Canadian Pacific Railway freight department, has accepted of a responsible position in California with the Railway Freight Association, and will leave shortly to take up his new duties.

The wife of a local hotel-keeper had, according to the Columbian, an exciting time of it on Sunday, as she was walking in from Sapperton on Front street, with her little girl. She had enquired at Sapperton if the train was due, and learning that it would not be for some time she took a "tie pass." She had just got to the centre of the long trestle bridge, when the train came along, but in some way she can hardly explain, she ran across the bridge on the narrow side plank, and reached terra firma just as the locomotive pulled even with her. This same practice of ladies walking over the trestle bridges was referred to in these columns not long ago, and with reason.

By Monday's delayed Imperial limited there arrived from Ottawa two priests, who will hereafter be associated with others in the direction of affairs at Loyola's College, in this city. The new arrivals were Rev. Father McKenna and Rev. Father McTigue. Both have been on the staff of the Ottawa College, and the former assumes the principalship here vice Father Whalen.

The Columbia Packing Company's cold storage shipped a carload of frozen fish on Tuesday to Vancouver, for the Australian market, to go by the R. M. S. Warrimoo. This is the first shipment of this season's fish, and Manager Mason states that it contains spring and sockeye salmon, halibut, and other fish, for which there is a good though limited market at the Antipodes.

In the police court on Monday morning, Fisheries Officer Kennedy prosecuted five fishermen, who were charged with having taken fish from their nets half an hour before the end of the weekly close season on Sunday night. On the charge being duly proven, they were fined \$3 and costs, or \$4.50 each.

Manager Keary reports good progress with various matters connected with the provincial exhibition. Regarding exhibits, it may be stated that from entries already received there will be five car-loads of live stock from the United States side of the line. Besides similar exhibits brought from Victoria and Vancouver, there will be a big display of taxidermists' handwork from Vernon.

ROSSLAND.

A special meeting was held of the members of the Rossland Liberal Association last evening at the armory, which was called for the purpose of meeting W. A. Gallihier, of Nelson, the Liberal candidate for this constituency. The proceedings were of a more formal nature than usual, an opportunity being afforded to Mr. Gallihier of expressing his views on the issues of the coming general election. Mr. Gallihier did not speak at length, but contented himself with giving a general outline of his opinions on Dominion politics. He took a broad view of the questions at issue, and stated that he was first and foremost a warm supporter of Sir Wilfrid Laurier. He recognized the fact that the social question was becoming the first one of the age, and said that the trend of the legislation of Sir Wilfrid's government was in recognition of this, and that he was heartily in accord with its principles.

Smith Curtis spoke for a few moments in support of Mr. Gallihier, regretting that he was unable to assist in propelling the coming contest as he was summoned on private business to Europe within the next few weeks, but that he would return by the beginning of the year. The meeting broke up warmly congratulating Mr. Gallihier on the impression that he had made and cordially promising its support.

A mass meeting of the union men of the city was held on Monday evening in Miners' Union hall. The question of whether organized labor would put a candidate in the field for member of parliament for this riding was discussed at length. A number of speeches were made. The sentiment was strongly in favor of such a course, and it was decided so far as Rossland is concerned to put a candidate in the field.

Mrs. Sophie Boyd, wife of Mr. John Boyd, the well known wood dealer, died at his family residence, Spokane street, on Monday evening, after a lingering illness from stomach affections. Mrs. Boyd was 54 years of age, and the late husband was 54 years, and leaves a husband and ten grown children to mourn her loss. Five of the children are daughters and five sons. Three sons and two daughters reside in Rossland, and two daughters and one son in Montana, and one son in Oregon.

Edward Hughes, one of the three men who met with an accident in driving down to the I. X. L. mine from Rossland early on Sunday morning, died from shock and loss of blood shortly after his admission to the hospital the same day. His injuries were severe. An inquiry was made into the circumstances of the case by the coroner and the chief of police, but no inquest will be held.

It seems that five men, including the deceased and J. Hall and J. Simmons, now in the hospital, together with N. Guy, J. Thompson and the driver, G. Armstrong, were seated in an open double seated rig, three on a seat, and were on their way down to the I. X. L. mine at 3:30 a.m. The journey was not without its safety to the top of the knoll at the summit of the road leading down to the gulch just beyond the turn to the Jumbo road. Here some one struck the team with the whip. The horses jumped, unbalancing a trace and pulling one of the lines from the hands of the driver, at the same time running up the bank. The driver, G. Armstrong, and the men on the front seat seeing that the horses were beyond control jumped from the rig, escaping with a few scratches. It is assumed that the other men tried to do the same, but that the horses jarred the rig against a stump and so upset them out. Sim-

mons and Hall fell clear, but Hughes fell between the wheels and getting caught was dragged with the rig for a little distance. When pitched out he must have come in contact with a stump or rock, as nothing else will account for the terrible tear in his arm.

CHILLIWACK.

The 15th convention of the W. C. T. U. of British Columbia was held in the Baptist church here September 13th, 14th and 15th. The convention opened on Wednesday at 10 a.m. The masterly address of the president, which was listened to with rapt attention, breathed the same spirit. The address emphasized the evangelistic department, as the foundation of all W. C. T. U. work. "Not only must the temptation be removed, but the tempted must be made strong." The report of the provincial organizer showed eight new unions formed during the year, the largest district in the history of the work in B. C. The great social event of the convention was the reception to delegates by Rev. Mr. and Mrs. Hall, of the Oqualeza Institute. The admiration of the ladies for the work done in the institute was expressed in the largest and beautiful and dressmaking rooms showed the very highest class of training, and was a revelation to many. A programme, rendered entirely by the pupils, beginning with the wee kindergartners, and ending with young men and maidens, was intensely enjoyed, especially by the older girls. After the programme, the guests assembled in the dining-room, where the girls, in the dainty calisthenic costume, served refreshments, made entirely by their own hands.

The election of officers on Thursday night, the 15th, was presided over by Mrs. C. C. Nicholls, president, and Mrs. Cunningham, of Victoria, as corresponding secretary. Mrs. Spofford, of Victoria, was elected recording secretary, and Mrs. Brown, Vancouver, treasurer. A half hour devoted to the memory of Francis Williams brought many beautiful and touching tributes from women who had known her personally. The report from the delegate to the world's convention at Edinburgh quoted Lady Somerset as saying at their Willard memorial service: "When Francis Williams died, the world lost a great man, a great heart, a great soul. The evening meeting was very successful, the house being crowded both nights. On Thursday evening a graceful address of welcome by Mrs. McGillivray brought responses on behalf of visitors from Mrs. Jenkins, of Victoria, and Miss Day, of Agassiz. One interesting feature of this meeting was the reading by the president of a large placard, a copy of those used by liquor men in a certain town in Illinois against the "Woman's Crusade." A splendid address by Miss Bowes, on "Temperance and Patriotism" was one of the events of the convention. On Friday reports were received from all departments of the W. C. T. U. work, followed by discussions on methods of work in each department. The reports were most encouraging, and showed an extent and variety of work which would bring to many people who know little of the quiet, efficient and superintending work of this organization. Superintendents for the various departments were appointed, and an invitation from Victoria to meet there in 1901 read and accepted with thanks. The closing of the convention was a most interesting ceremony of the presentation of the banner. This had been won this year by the Rossland Union, and was accepted in its behalf by the delegate from Greenwood, Rossland not being represented. A very able discussion of the question, "Why Women?" by Mr. Cairns, principal of the town high school, giving many hopeful and practical hints as to future work, and an address by Mrs. Spofford, of Victoria, on "Mothers' Meetings," closed the most successful and enthusiastic convention in the history of the W. C. T. U. in this province.

VANCOUVER.

Mr. Edward Nicolls, sr., of 1120 Seaton street, late senior partner in the real estate firm of Messrs. Nicolls & Hawley, died at a late hour on Tuesday night of paralysis. Mr. Nicolls was a prominent business man of this city and his demise will be greatly regretted.

Bridges, the man arrested here by Detective Butler, charged with falsifying the pay rolls of the concern he was employed with in Butte, Mont., has consented to go back to that place to stand his trial, without awaiting the result of the extradition proceedings, begun in the police court on Monday.

Mrs. Cynthia J. Randall, of Moodyville, died on Monday night. She was 82 years of age, and had resided in this vicinity since 1888. The deceased was a native of Pennsylvania, and crossed the plains with her husband from Ohio to Oregon in 1849. Her husband died in 1864. S. J. Randall, master mechanic at the Moodyville mills, is a son, with whom Mrs. Randall resided.

Col. Dudley, United States consul, has returned from a trip to Nelson and other points in Kootenay. He says that matters of an international nature are crowding up so in the Kootenays that he can see plainly that a sub-consul for the United States will have to be appointed for that section.

At a meeting of the licensing board on Tuesday night the license inspector was ordered to make a close inspection of all liquor shops, for the purpose of seeing that the by-law was strictly adhered to, providing that any part of the shop can be seen from the street.

F. R. Stewart resigned his position on the licensing board, owing to a change of residence. Dr. Logan has been appointed in his place.

The death of Mrs. Brew, of Wulfsbach Bay, took place on Sunday. The deceased lady was at the age of 78, when continued ill-health culminated in her demise.

The case of Anashi Sheboda, one of the Japs accused of securing fraudulent naturalization papers, was called in the police court on Monday. Mr. Corbould, of New Westminster, appeared for the Japanese consul, and entered a plea of not guilty. By arrangement between counsel this, together with the other Jap naturalization cases, was adjourned until Monday next.

The city council have invited the Dominion Trades and Labor Council to meet in Vancouver next year.

Ald. Baxter's by-law to encourage mills by giving them cheaper water, to do away entirely with Oriental labor, was read for the first time at the city council meeting on Monday night. The

Mayor said it was not anticipated that any of the mills would discharge their Japs and Chinamen for the sake of getting cheaper water. Ald. McQueen's by-law, provided that the saloons be closed from midnight to 5 next morning, each day except Saturday, and on Saturday from 11 o'clock p.m. until 5 on Monday morning, was read the first time. Ald. Neelands's by-law provided for the closing of barber shops on Sunday was read a second time, and on suspension of rules was read in committee and finally passed. It provides for the closing of barber shops from 12 o'clock on Saturday night until 5 o'clock on Monday morning.

Rev. Father Whelan officiated on Wednesday evening at the marriage of Rose, daughter of David Bryant, of Mount Pleasant, and Anthony Forsyth, the well-known marine engineer. The ceremony took place at the parsonage.

A Chinaman employed around the C. P. R. station, had a narrow escape from death on Wednesday. He made an attempt to throw himself from a fourth story window, which would have succeeded had not Janitor Brown caught him in a nick of time.

The funeral of the late Edward Nicolls took place from the family residence, 1120 Seaton street, yesterday afternoon. At the time of his death, which occurred at a late hour on Tuesday, Mr. Nicolls was in the 69th year of his age. He was a highly respected citizen, and will be greatly missed by a large circle of friends and acquaintances. Mr. Nicolls came to Vancouver from England about 12 years ago, and for a time practiced as a solicitor. Subsequently he engaged in business as a real estate and mining broker, and was senior partner in the firm of Nicolls & Hawley. The deceased leaves a widow, one son, Mr. J. P. Nicolls, of the firm of Macaulay & Nicolls, and three daughters, all residents in Vancouver.

During the past week or ten days there has been noticed on the waters of Burrard Inlet and on False Creek a curious craft, which has attracted much attention from the few who have seen it. A World reporter was invited to take a cruise on the odd vessel, but contented himself with securing a description of it. The owner, in fact, one may say the inventor and manufacturer of the craft, is J. J. Miller, the Pender street bicycle man. For the past month he has been experimenting with the machine, which he has now brought to a degree of perfection that has proved its utility and comfort as a pleasure boat, for which purpose it was built.

Anchored at Chamberlain's slip at the foot of Ontario street, the vessel would, at a distance, attract no further attention than an ordinary boat. It is made by taking two cylinders of heavy galvanized iron for the foundation. These are 17½ feet long and 14 inches in diameter. The metal is extra heavy weight, but the cylinders are strengthened by a plank on edge being set inside, and on these planks the strain comes. A platform some four feet wide was next built on the two cigar-shaped tubes. On this was then rigged the bicycle frame, the chain running at one side to the axle of the propeller wheel, to which it was geared in the ordinary way. The propeller in this novel craft is a stern-wheel about 2½ feet in diameter and slung between the two tubes. It is housed in to keep the spray off the man who is propelling it. The steering gear is an original idea. The handles of the rig, as in the ordinary bicycle, control it. There is a rudder on each of the tubes and these are connected by a rigid rod. A horizontal cogwheel on the front post of the frame turns a chain connected with rods fastened to triangular plates on the rudder post, to which the connecting rod is also fastened. To drive the craft the man who furnishes the power is seated on a bicycle seat and works the pedals in the same manner. A seat is fixed in front of the gear and two handles attached to the cranks of the gear afford a place for a second person to assist in propelling the vessel. The space on the platform is 4½ feet, which affords ample room for what the craft is designed to be, a pleasure boat. It has been successfully run on several trips. The speed attained by one person is about 4½ miles per hour, and the aid of a second increases it considerably. A small mast forward affords means of rigging a small sail. Several persons can ride at once.

A REMARKABLE DISCOVERY.

Island of Lava Sixty Miles Long Found in a Northern Lake.

One of the most remarkable discoveries in the history of the north was recently made by John Nestor, a Cape Nome hotel man. While out prospecting he got into an unknown country, swampy, and full of lakes. In the centre of one of these a great lava bed was found extending about a mile in length and with not a thing appearing on its shining surface. Speaking of the discovery Nestor said: "I travelled through the Golden Gate, Bunker Hill, Big Four, Casa de Pogra and Bonanza districts. The first two are really part of the Kougrook district now. I went down the Pilgrim river to the main Neukluk and up its right fork to its source, then over a high divide onto an unknown stream. We went down this for a day and then turned back, crossed a low range west and got into a country eighty miles in extent. It was swampy and full of lakes. We prospected on nearly all the creeks, and only found colors on one. The country is a great waste."

There we found one of the most curious things to be met with in the whole world. It was a great lava bed, sixty miles long, in the centre of a lake. There were cracks in the lava twenty feet wide. Not a thing grows on the lava from one end to the other. The lava island lies directly east of the Bunker Hill mining district.

"Coming on out we struck the left fork of the Neukluk and proceeded back to the Pilgrim river. I saw \$54 in gold that was reported to have come from the left fork of Iron creek. It was also reported that a four-horse team had got to Iron creek with sluice lumber from Nome. The country is pretty generally staked till the swampy country is reached. Gold was reported found on Quartz, a tributary of Cooper, and on Copper, a tributary of the Kougrook, also on Garfield creek, a tributary of the Kousaqueene."

ESCAPED SUSPECT AT SEATTLE.

Man Who Has Caused Quarantine Officials Trouble Tells His Own Story.

Yesterday's Seattle Post-Intelligencer brought by the Rosalie last evening contains an interview with the escaped passenger from the William Head quarantine station, for whom the police of this city have been searching for several days. The P.-I. says:

"A well known civil engineer of Seattle, whose name is not published for good and sufficient reasons, had an experience with the British Columbia quarantine officials recently which he will remember for years to come. He was quarantined at William Head, near Victoria, with the other passengers of the steamship Walla Walla. He was on his way to his home in this city to attend to an important contract. It was necessary for him to reach the city within the shortest possible time, as otherwise he would have been a heavy loser financially. According to his own statement, he felt the old Seattle spirit burning in his bosom as he was herded into the quarantine station with his fellow sufferers, and he determined to escape. As a result he went through a series of adventures of a dime novel character."

"He escaped from the station the night following his unwilling entrance, and with some difficulty eluded the vigilance of the guards. Then his troubles began. He was a fugitive. For the time being he was an Ishmaelite. In about half an hour he heard police whistles at the station and knew that his departure was discovered. Soon he heard a wagon containing the quarantine officers approaching. He took refuge behind a tree."

"I lay down in the grass and waited until the wagon had passed," he said yesterday, in telling the story. "The night was intensely dark and I could not keep from thinking what my friends in Seattle would have said if they had seen me then. I continued down the road to Victoria, finally striking a railroad track. Then I heard the wagon returning, and I hid to hide again. To my great disgust it stopped pretty near me and remained there more than an hour. It was cold and I had hard work keeping my teeth from chattering."

"Finally the wagon went away. I reached the west side of Victoria, and paid an Indian \$5 to paddle me across to the east side in his canoe. Arriving there, I was stopped by a policeman and had to feign drunkenness in order to escape. Being a temperance man, this went against the grain. He was going to take me to police headquarters to sober up, but I managed to get rid of him."

"After making several vain attempts to bribe Indians to row me over to Port Townsend, I found a steamer that was going to Vancouver in the morning, and immediately took passage. I remained in my stateroom with the door locked and barred until we reached the mainland city. As I walked down the gang plank I was met by a man, but I rushed a man tried to stop me, but I rushed him and hastened to a hotel. He followed me and I sneaked out by a rear door. Then I had a long ride in a cab, got out on a lonely street and was compelled by hunger to resort to a saloon for a free lunch."

"It just happened that the street car running to New Westminster was outside the door, and I got aboard. As we disappeared around the corner I saw a man who had stopped me when I landed from the boat dashed into the street in pursuit and shouted stop. It was a moment of terrible suspense, and you can imagine my relief when the conductor decided not to wait for him. Arriving at New Westminster, I started for Blaine, but hurt my foot and could hardly walk. In about forty minutes I happened to look around and saw a man approaching whom I took to be the same who had stopped me. I am a church member, but I polluted the atmosphere then with some not extra choice language."

"Fortunately, a farmer with a buck-board came by on a side road, and I paid him to take me to Blaine. As we crossed the boundary line the last thing I saw was my pursuer making frantic efforts to overtake us. When we reached Blaine, sometime in the evening, I looked like a weary Willie, but I arrived at Seattle in time to fix the contract."

GRAND TRUNK EXHIBIT.

A Railway Section at the Paris Exposition Which is Always Crowded.

The section of the Grand Trunk railway system, on the main floor of the Canadian pavilion at the Paris exposition, continues to be a favorite resort for Canadian visitors, and a veritable bureau of information on Canada to Europeans. It is in the latter respect that the exhibit is the most valuable, though its convenience as a sitting room for Canadians is not to be despised. Indeed in this respect familiar scenes which hang about the walls recall associations across the Atlantic and bring, as it were, Canada to the heart of Paris. Not an hour of the day passes but visitors from Ontario, Quebec and other parts of Canada spend many pleasant moments viewing these photographs of scenes more or less familiar to them by actual experience. The comments on this feature of the exhibit have been many, the beautiful pictures and hand-some mountings calling forth the admiration of those who have seen them. "It brings Canada right to us," said one enthusiastic visitor from Ontario, the other day, and that is just what these photographs do. It was a happy idea on the part of the Grand Trunk Railway Company to send them to Paris. To Europeans who visit the Canadian building, the Grand Trunk gives an exposition of the Dominion's extent and attractions which cannot fail to produce results in an eminently practical way. The Grand Trunk railway, by its exhibit, shows what kind of a country it is which Canadians possess, what is its extent of territory, what its resources and products, what its attractions are to the sportsman, the tourist, the health-seeker and the immigrant.

In this way those to whom Canada has never been much more than a name—and a name without a great deal of significance—the learning, that a land exists beyond the western sun who as yet the hand of man has but lightly touched, its latent wealth of forest, stream and mine, a land where the struggling peasant of Europe can build

for himself a home and start afresh in the race of life.

Already more than two hundred thousand copies of pamphlets published by the Grand Trunk railway, given, distributed gratuitously to applicants, are more than as many more will be asked for and given away during the course of the next month. These are of the handsome large photographs of the Canadian scenes which adorn the walls are so well accomplishing some of the most valuable work which will result from Canada's participation in the great exposition.

THE MISSING CHEQUES.

Through Them a Clue May Be Obtained to the Port Essington Mail Robbers.

Superintendent Hussey, of the provincial police force, has sent a circular letter to the banks giving the following list of cheques, which were stolen in the Port Essington mail robbery: Order drawn by Lowe Inlet Co., in favor of Peter Poland and endorsed by him, \$42.50. Cheque on B. C. Co., by Harold Winch in favor of R. Cunningham & Son, and endorsed, \$70.15. Order, S. Leiser & Co., drawn by P. Herman & Co., favor Aaron Hatrio, and endorsed, \$15. Cheque drawn by Vital Creek Mining Syndicate, in favor of Chase Paquette, and endorsed by him, on B. C. Co., \$25. Order on R. H. Hall, by H. B. C., purser steamer Calcutta, in favor of Albert McKenzie, endorsed by him, \$18. Cheque on B. C. Co., by Wallace Bros., favor R. Cunningham & Son, and endorsed by them, \$20.11. Cheque on B. C. Co., drawn by John Flewin, favor of Jos. Kirby and endorsed by him, \$16. Cheque on B. C. Co., R. Cunningham & Son, and endorsed by them, \$15. Cheque drawn by E. J. Tilton on B. C. Co., favor Indian Hatton and endorsed by Frank Trichette, also \$50. Cheque, Indian department, favor Cunningham & Son, endorsed by them, \$9.50. Cheque, Lever Bros. on B. C. Co., Cunningham & Son, endorsed by them, 75c. Cheque, E. G. Tilton, on B. C. Co., favor Indian Hatton, marked by payee, witness, C. F. Morrison, Hazelton, \$23.25. In letter to the postmaster, Vancouver. Cheque on B. M., certified favor S. A. Singlehurst, \$50. Postmaster. Cheque, B. Applard, favor Wm. Lytler, \$40, on Bank of B. C., Victoria. There were also the following cheques: H. B. Co., No. 20, N. Yarn, \$50; H. B. Co., No. 25, K. Yarn, \$20; Bank of B. C., No. 88, I. Canby, \$35; Bank of B. C. No. 3a, Kincaid, (Jap) \$300; Bank of B. C., No. 2a, W. Roxburg, \$201.33; Bank of Montreal, No. 12,671, W. Roxburg, \$45.30; Bank of B. C., No. 72, Tagasail (Jap), \$40.

THE MISSING CHEQUES.

Through Them a Clue May Be Obtained to the Port Essington Mail Robbers.

Superintendent Hussey, of the provincial police force, has sent a circular letter to the banks giving the following list of cheques, which were stolen in the Port Essington mail robbery: Order drawn by Lowe Inlet Co., in favor of Peter Poland and endorsed by him, \$42.50. Cheque on B. C. Co., by Harold Winch in favor of R. Cunningham & Son, and endorsed, \$70.15. Order, S. Leiser & Co., drawn by P. Herman & Co., favor Aaron Hatrio, and endorsed, \$15. Cheque drawn by Vital Creek Mining Syndicate, in favor of Chase Paquette, and endorsed by him, on B. C. Co., \$25. Order on R. H. Hall, by H. B. C., purser steamer Calcutta, in favor of Albert McKenzie, endorsed by him, \$18. Cheque on B. C. Co., by Wallace Bros., favor R. Cunningham & Son, and endorsed by them, \$20.11. Cheque on B. C. Co., drawn by John Flewin, favor of Jos. Kirby and endorsed by him, \$16. Cheque on B. C. Co., R. Cunningham & Son, and endorsed by them, \$15. Cheque drawn by E. J. Tilton on B. C. Co., favor Indian Hatton and endorsed by Frank Trichette, also \$50. Cheque, Indian department, favor Cunningham & Son, endorsed by them, \$9.50. Cheque, Lever Bros. on B. C. Co., Cunningham & Son, endorsed by them, 75c. Cheque, E. G. Tilton, on B. C. Co., favor Indian Hatton, marked by payee, witness, C. F. Morrison, Hazelton, \$23.25. In letter to the postmaster, Vancouver. Cheque on B. M., certified favor S. A. Singlehurst, \$50. Postmaster. Cheque, B. Applard, favor Wm. Lytler, \$40, on Bank of B. C., Victoria. There were also the following cheques: H. B. Co., No. 20, N. Yarn, \$50; H. B. Co., No. 25, K. Yarn, \$20; Bank of B. C., No. 88, I. Canby, \$35; Bank of B. C. No. 3a, Kincaid, (Jap) \$300; Bank of B. C., No. 2a, W. Roxburg, \$201.33; Bank of Montreal, No. 12,671, W. Roxburg, \$45.30; Bank of B. C., No. 72, Tagasail (Jap), \$40.

Mining News.

The Boundary.

The Morrison is reported to be looking well, with plenty of ore in sight. The City of Paris, Central camp, has already shipped 2,000 tons of ore to the Granby smelter.

A 30-foot shaft has been sunk on the Yellow Jacket recently, with the object of striking the Snowshoe lode. The shaft has been sunk to a depth of 30 feet, and has struck the Snowshoe lode. The shaft has been sunk to a depth of 30 feet, and has struck the Snowshoe lode.

It is expected that the Jewel mine, Long Lake camp, will soon begin making shipments of ore to the Silica reduction works near Rossland, for test purposes. The shipment of two cars of ore from the Buckhorn to the Trail smelter gave net returns of \$24.32 to the ton. The copper value was nine per cent., gold \$3.70 and 30 cents in silver.

The Atholstan has joined the list of ships, and is now in the ordinary course of development work. A trial shipment to the Granby smelter is expected to be made shortly.

For several days prior to the first of September the Golden Crown did not ship. It is given out that the shipments will average at least a car a day during September.

The main working shaft on the Earthquake, north fork of Kettle river, has attained a depth of 75 feet. As soon as the 100-foot level is reached drifting will be commenced. Thus far 250 tons of ore have been taken out in the ordinary course of development work. A trial shipment to the Granby smelter is expected to be made shortly.

Andrew Laidlaw has bonded the Brenier Star and Sibley claims, in Wellington camp, from J. K. and R. S. Fraser. The price mentioned in the bond is \$6,000, payments running over 15 months. The Brenier Star and Sibley are situated about one mile from Hartford Junction. The assessment work for the two claims has been done on the Evening Star. A ledge of copper ore over 125 feet wide has been uncovered and traced for 500 feet, as high as 3 to 3.10 per cent. copper have been received and the gold values are about \$2.

A recent mill test of 35 tons of ore from the Alma, Camp McKinney, gave it ounces of gold besides the concentrates, which it is estimated will reach \$100 in value. The test was made by the Minnabasca stamp mill, and was from ore taken all the way from the grass roots down to the 47-foot level. The Alma, which adjoins the Pandora, was located by W. Edwards. The main working shaft is down 47 feet and the ledge, which was but one foot from the surface, has increased to two and a half feet in width at this depth. The lead runs to a southerly direction and can be traced for 1,000 feet, showing free gold on the surface. Besides the main shaft there is another one about 20 feet deep, disclosing a ledge of the same kind of ore.

The Sloan.

The Oortach has a dozen men at work. The American Boy is now a regular and heavy shipper. The Chapleau is putting in a stamp mill on Lemon creek.

The Legni, on Lemon creek, is developing into a gold property. A strike of large proportions is reported at Sunset, Whitewater. The Hayes is said to have made a very promising strike on his property near the Payne. There are 12 men at work on the Red Fox. Its ore was always of a very high class.