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BUSINESS IMPROVING.

Something About Canada's Trade by the Manager of the Mercantile Agency.

Defeat of the Yukon Bill Was Not Popular Among Eastern Business Men.

Mr. W. C. Mathews, manager in Canada for R. G. Dun & Company, mercantile agents, who has been in the city for several days, left this morning for the Interior, accompanied by Mr. J. B. Griffin, the company's local manager. Mr. Mathews says that trade was never better throughout Canada. There has been an immense increase in exports from the Eastern provinces to Great Britain, particularly in hogs and dairy products. Lately several large pork packing houses have been established in Toronto and almost daily the papers chronicle the departure of big shipments. The same is the case in regard to butter and cheese. All the factories are running steadily and employing full staffs, and the traders are likewise being kept busy. This has naturally caused an improvement in the feeling throughout the country.

In Manitoba the conditions could hardly be better. The good crops and splendid prices of last year, have placed the farmers on a firm footing, which, benefitting from their experience during the hard times, they are better able to take advantage of. "I was informed," said Mr. Mathews, "by managers of large loan companies, that they had difficulty in keeping their money out. Farmers come to them daily and want to pay off mortgages which are not due for three, four or five years, and the few, who require more money, borrow it from their now prosperous neighbors."

The prospects for the future, Mr. Mathews continued, were also bright. The crops, when he passed through, were looking well, and another quarter of million acres had been sown in wheat.

Victoria is the only point in British Columbia that Mr. Mathews has visited so far on his Western trip. It is his sixth visit, "and never," said he, "have I seen it look so bright. The business men seem satisfied, with the exception of a slight disappointment in the volume of the Yukon trade. This was probably caused by an overestimation of what the trade would amount to, although it is not over yet, as the rush will probably be renewed when the gold comes out. At present the war is keeping many men away.

"We in the East," said Mr. Mathews, "are looking to the West, for in Manitoba and British Columbia lies the future of Canada. It will be years before manufacturing will be carried on to any extent in the Western provinces, and in the meantime the Eastern manufacturer will have to supply the miner and farmer with clothing and other necessaries."

It was suggested to Mr. Mathews that although the Easterners looked to the West for trade, there was a feeling here that they were to some extent opposed to the expenditure of Dominion funds for the development of the West, the defeat of the Yukon bill by the senate being instanced.

"That is an erroneous impression," answered Mr. Mathews. "I meet most of the business men of the East and they are anxious for the development of the West. The defeat of the Yukon bill was not at all a popular move in the East. The business men wanted the road built and they were disappointed at the defeat of the bill. There was a feeling that the promoters were receiving a great deal for building the road, but it was recognized that it was an emergency and also that the promoters were taking a risk, as they would have to make the land valuable, and were entitled to make money if they could.

"As to the Kettle River railway there was a great diversity of opinion about it. Personally I prefer to see the C.P.R. build into that country. It is a Canadian institution, and deserves recognition for what it has done in developing the West, the changes that the building of that road has made in twelve years being wonderful."

In conclusion Mr. Mathews said it was impossible to describe British Columbia to Easterners. They could not realize the vastness of the province, without visiting it.

MR. TURNER IN KOOTENAY.

The Premier Finds Cause for Congratulation in His Reception at Nearly Every Point.

New Denver, June 3.—A tornado which has considerably interfered with traffic on the Kootenay railway lines has caused a re-arrangement of Premier Turner's plans and will necessitate the cancellation of meetings at several point it had been proposed to visit on the return to the coast, notably Kamloops. On Monday Mr. Turner was most cordially received at Kaslo, which city, despite the fact that it is Mr. Green's home will unquestionably give the government candidate, Mr. Retallack, a large vote. He is also a strong favorite at Sandon, where the Premier spoke to an exceptionally large audience last evening.

This morning the Premier and government candidate were enthusiastically welcomed to this city, being accompanied by the band to Cleaver hall, where a public meeting was addressed, Mr. Green, Mr. Cliff and Mr. Kellie championing the opposition cause. This afternoon the Premier speaks at Slocan City and tomorrow morning at Nakusp. In every part of Kootenay indications of government strength are apparent. There can be little doubt that two if not more government supporters will be sent by West Kootenay. So desperate does the opposition cause appear to have become that Mr. Cotton has been reinforced by Messrs. Kellie and Cliff in order that their dissertations may in a measure offset the facts and figures presented by the Premier in explaining the present government's policy in promoting the development and prosperity of the country.

SCHOOL MEETINGS AND MUSIC.

To the Editor: You would do me a great favor if you or some of your readers could inform me if our school districts are defined, so as to know, when an election for school trustees takes place, who is eligible to vote at such meeting, and who is not. It may, perhaps, be difficult to determine the exact limits, but there should be some definite guide to decide such a question, and so prevent confusion and unpleasantness. Sometimes it occurs that some interested and well disposed persons attend whose children do not attend the school where the election is held, and to some it is a question if they are eligible to vote at such meeting. But they do vote, and owing to the limits not being known, they themselves or trustees or chairmen cannot decide, which they should be able to do. Or, may I ask, can anyone who is eligible to vote at a school election visit any school and vote at same? Visitors from other school districts should be encouraged, and there should be no room left for doubt as to such persons being or not being eligible to vote.

Another matter that exists here—in how many more schools I cannot tell—and I think it is too important to be longer neglected or overlooked. There is no singing in our school. In the cities I consider you can do without singing better than we, many cases you have both the means to pay to have your children taught, and efficient teachers, too. But it is often difficult in our country settlements, and so they never get any teaching at all. I am pleased our city people show judgment and common sense in having singing in their schools. Imagine a school without singing! How irksome and dull, no matter how good in other respects. To me, music must have a tendency to brighten and cheer the pupil, and drive monotony away. If music and singing cannot be thoroughly taught in our country settlements, there should be a little taught, and the musical or singing talent encouraged. Not to be guilty of neglecting such an important subject as singing; voluntary singing by any of us is a pretty sure sign of cheerfulness and spirit. The facilities for education in our Dominion are broad and liberal and free, and, in my humble opinion, a credit to our government, but this matter of singing is overlooked. So important is singing that no school should be considered up-to-date without it, and I venture to say that not one in twenty would hold his or her hand up to protest against singing to some extent being taught in every public school, and, if possible, an organ to assist the teacher in that duty. Because there has been no formal request made for such requirements is no reason at all why such should not be provided. For instance, many subjects that are taught in our schools were made compulsory and are good, but every individual was not consulted before such subjects were taught. Some people may be indifferent on this matter, but I think the majority are in favor of it. I feel sure ministers of all denominations would be in favor of it. The refining influence of singing is admitted by all, both in public congregations and in our homes, and more especially so in the lonely country districts. I feel it a duty to bring this before the public, and see no better way than by getting you to publish this letter in your valuable paper. I. J. S.

Coble Hill, June 27, 1898.

[Our correspondent will find the boundaries of every school district laid down in the Manual of School Law. Only persons residing in a district can vote at meetings held therein.—Editor Colonist.]

ST. ANN'S ACADEMY.

Commencement Exercises Bring the Examinations to a Happy Termination.

The examinations of the preceding week were brought to a happy termination at St. Ann's Academy by the commencement exercises yesterday. Miss S. E. Lewis, of Courtenay, B. C., having passed highly creditable examinations, both oral and written, in the various subjects of the graduating class, was awarded the diploma and medal of the institution.

After the programme had been rendered in a very pleasing manner, medals were awarded as follows: Governor-General's medal for application, Miss L. Marboeuf; gold medal for excellence in class, Miss M. Godfrey; silver medal donated by Miss Bleeker, of Los Angeles, awarded to Miss F. Healy for arithmetic.

The music, needless to say, was fully up to the anticipations of those accustomed to hear, in eastern cities, the splendid interpretations of classical music by convent pupils. The masterly renditions of the overture from "Si J'etais Roi," and other selections were characterized by much taste and a good knowledge of technique. The vocal music was also excellent.

A visit to the different class-rooms, the library and the studios of the Academy is full of interest. The class-rooms are bright and cheerful, and well furnished with all the apparatus of up-to-date schools. The course of study, covering the work done by pupils from the kindergarten to the graduating class, is an admirable one. One observes particularly the stress laid in the lower classes on a careful study of English and mathematics, so that when pupils take up advanced work they are well grounded in the essential foundation of a good education, and not crammed with the 'ologies before they can compose a correctly written letter or solve an ordinary problem, as is unfortunately, too often the case in many schools.

The library is well stocked with an excellent collection of standard English and French works, and is very valuable to advanced pupils in supplementing the work done in class. The general culture derived by the pupils from these two sources was demonstrated in the treatment of the subjects dealt with in the essays read at the commencement.

The paintings and drawings on exhibition showed that, though so much attention had been paid to what may be called the more practical side of education, art is by no means neglected at St. Ann's. While all reflected great credit on the young artists, the drawings from nature by Misses Lewis and Davy are especially worthy of remark.

The studios, furnished with plaster-cast models, copies of paintings by the masters, and presided over by a skilled artist, will account for the very successful aid given to pupils in developing their aesthetic taste.

The stenography class, in which pupils are equipped for short-hand, typewriting and general office work, comes next. The busy click of the Remingtons is now hushed and silence wraps the room where during the year 18 or 20 young women were initiated into the art of writing with signs as mysterious to the ordinary mortal as Egyptian hieroglyphics. That the work was successful was evinced by the fact that one of the pupils lately wrote 272 words of accurate shorthand in one minute. The subjects in this department are taught by two efficient teachers, and it is of great value to the young women of the city who are desirous of taking a business course.

A careful examination of the work done all round in St. Ann's Academy convinces one that our city is to be congratulated on possessing such an excellent educational institution.

YUKON NAVIGATION.

Large Shipments Being Sent to Dawson by Way of the Lakes.

The Bennett Lake & Klondike Navigation Company received advices by the City of Seattle of the successful run of the Ora. The company had a special messenger leave White Horse the moment the steamer passed successfully through the canyon and rapids, and he reached Skagway just before the City of Seattle sailed. The Ora should have left White Horse on her second trip to Dawson on Monday last, and the manager here expects the first passengers from Dawson in Victoria about the middle of next week.

The company are well pleased with the three boats and are satisfied with the speed and carrying capacity. The boats were built at Bennett by the company under charge of Mr. W. H. T. Olive, of Victoria, having a carrying capacity of 40 tons and 60 passengers. The boilers and engines were built by the Albion Iron Works and have proved all that was expected. The Ora makes the trip from White Horse to Bennett, 120 miles against the current, in ten hours. With this speed no doubt now exists as to the boats making the route on schedule time. Miners at Bennett are selling their row boats and scows and taking passage on the company's steamers.

Doubts are expressed that the steamers frozen in last winter will be able to get up the Yukon, owing to the low water, and therefore the bulk of the trade will go down from Teslin and other lakes. The company are making through shipments from Victoria to Dawson by every steamer.

The Presbyterian Sunday school pupils will picnic at Oak Bay on Dominion Day. The First Presbyterian church Sunday school and their friends will assemble at the church at 9 a.m. and march to Fort street, where they will take the car for Oak Bay. Baskets and other articles for the picnic must be at the church at 9 o'clock, where they will be checked and sent by an express wagon to the picnic grounds.

REVELSTOKE MEETING

Addresses by the Premier and Attorney General in Mr. Kellie's Stronghold.

Government Policy Stated in Detail and Met With but Vague Criticism.

The political meeting at Revelstoke, lasting from 8 in the evening till 2 the following morning, was quite the liveliest as well as the longest that has been recorded in the course of the Premier's present tour. Mr. Kellie and his friends had had a field day on the Monday, and came therefore "loaded" for interruptions and the annoyance of the government speakers. They soon found, however that the Attorney-General was a bad man to wake up, while the calm, courteous and statesmanlike address of the Premier so commanded the respect of all classes that those who had been deputed to interrupt forgot their instructions in appreciation of the sound common sense doctrine that was being preached to them. Dr. McKechnie was the chairman, and the meeting, held in the skating rink, was one of the best numerically the town has ever known.

In prefacing the business of the evening, the chairman expressed considerable pleasure in being able to present to the citizens of Revelstoke two members of the government that had so advantageously carried on the affairs of the country for years past, and who would continue to administer British Columbia's business during the next four years at all events. (Applause.) He assured the opposition speakers that they would receive a fair and courteous hearing, and he hoped that the supporters of Mr. Kellie would accord like gentlemanly treatment to the speakers on the other side.

Hon. Mr. Eberts was first heard from, in a clear and eminently practical address in which he contrasted the conditions of Revelstoke and the country tributary when he first visited the place years ago and now—the scene having changed since 1895, and where a few log houses then composed the settlement a representative western town now being found possessing all the attributes and qualifications of future greatness. Geographically the city of Revelstoke was ordained for greatness as was the mining country behind it, and especially in view of the progressive development policy that had been the plan of the government in the past, and was still its policy. He traced in detail the history of the various roads opening up Kootenay and making it the rich district it now is, showing these railways to have been the best bargains for the country that could at the time have been made, but being frequently interrupted by the friends of Mr. Kellie who first showed that they did not approve of the action taken with respect to the Red Mountain road, and then came out flat and asserted that nationalization of railways was what British Columbia demanded. As to the former, Mr. Eberts showed how Mr. Corbin had come to the government and legislature for permission to construct a short spur that would only have had the effect of opening up a small section of the rich Kootenay country not for the benefit of the province, but for the promotion of the interests of Northport and Spokane. The policy of the government was not Canada for the Americans, but Canada for the Canadians, and hence it had been deemed wise to assist the construction of another and better line that would open up a larger area, which built up the great city of Rossland, gave birth to the city of Trail and enabled a smelter to be erected at the latter point—that would prove of the greatest benefit in the making productive of the ores of the tributary district.

Then the railways now to be built were dealt with, the policy of the government being, as he explained it, not to depend on the trails of other days, but to go with railways to the heart of the mines, carry out their ores, and take in to the miners the agricultural products of other sections of the province.

As to the nationalization of railways, it was perfectly impracticable for British Columbia although no doubt very fine in sound and theory. In the first place it would require the placing of an obligation of forty or fifty million dollars on the credit of the province, for a proposition that did not, to a business man, hold out any hope of being a profitable investment. Was the government capable of doing this? Or would it be better to proceed on the policy that had already been so rich in accomplishments—by the interesting of private capital in the construction of railways instead of spending the people's money for what was at best a Quixotic dream and no business proposition? To proceed on the lines laid down by the present government policy would entail at the very utmost an obligation of but five millions on the country, even in the event of every road having a charter upon the statute book, being constructed—and for these British Columbia did not pay one dollar until after completion. Some one in the audience had said that the example of New Zealand should encourage British Columbia to strike now for the nationalization of railways. This was not the case at all, for all the conditions were dissimilar. New Zealand was a self-contained and independent colony with control of its own fiscal duties, which gave it a power of raising money for large public works that British Columbia did not possess—for New Zealand occupied the same relative position in the Empire as the Dominion of Canada, not the province. But even supposing the possibility to exist of giving state roads to British Columbia, New Zealand's example was not encouraging, for nowhere were the railways worse conducted, the time made slower, the coaches dirtier, or the profits smaller in proportion to the original cost and maintenance charges. The nationalization of railways here was a fallacious proposition in every sense, and the most sanguine friends of state roads who had given consideration to the problem were thoroughly convinced that it would never be practicable save as a Dominion undertaking—and then at a very far distant day, for the C.P.R. and the G.T.R. could never be successfully competed against by lateral railways. And how could Canada go to the money market for a loan of 250 millions or more to construct roads that would only compete ineffectually against these great roads that had received so much public assistance at construction as to be in practically public roads at the present time. The only state roads that could be expected at the present time in Canada were a few lateral lines feeding the Intercolonial system, for it would be an impossibility to have successful lateral lines running into the great private roads. The public roads would only fetch and carry for the private, and soon the tail would wag the dog. With the Omineca, Big Bend, Cariboo, Cassiar and Kootenay districts to be developed it was necessary for the progress of British Columbia to give no further attention to this nonsensical nationalization fad, but continue the policy of fairly assisting private lines to open up the country—always remembering the motto of the government, Canada for Canadians.

"Martin says it's for the Chinese," shouted one of Mr. Kellie's enthusiasts from the rear of the hall.

"Canada for the Chinese is your motto," observed another of the opposition following from the middle.

"You talk about the Chinese," replied Mr. Eberts. "I should like to ask you who are the best friends of the Chinese in this province in the employment of labor, which is the point you want to get at."

"Dunsmuirs," retorted the first rooter.

"No, not Dunsmuirs, but the very men who are putting up the opposition candidates at the present election—the men who are furnishing them with the campaign funds—the New Vancouver Coal Co. The greatest number of Chinamen employed by any single firm in British Columbia are found working in their service at the present time; that's not a wild statement; I know it, and you can soon establish its truth if you want to. And that is the firm that is the power behind the opposition.

"You talk about Hon. Mr. Martin as a friend of the Chinese. In the first place Mr. Martin never made the remark in the house that was attributed to him. I was sitting immediately behind him in the house, and I know what he did say. He said that he had once had a Chinaman working on his ranch in the irrigation work, and at this he was as good a worker as any man he had ever employed. But because the employment of this Chinaman was obnoxious to the people of his district, he gave him the sack, and had never employed a Chinaman since."

The opposition were very willing to talk about the Chief Commissioner of lands and works having employed this single Chinaman on his ranch years ago—this Chinaman whom he discharged rather than offend the people of his district. But what had they to say with regard to the leader of the opposition and his course in the very same matter. Mr. Semlin had employed on his ranch every day five or six Chinamen; he worked his ranch by Chinese, and had done so for years, and proposed to do so as long as it suited him to do so. Yet the opposition had nothing to say about Chinese Semlin. Oh, for the jewel of consistency!

In conclusion, the Attorney-General reviewed again very tersely the policy on which the government sought a renewal of confidence from the people, and asked the electors of Revelstoke if they approved this policy to give their votes to Mr. William White.

Mr. F. C. Cotton, who followed, said that the government bill of fare as announced by the Attorney-General was all soup and toothpicks—references to what former governments had accomplished, and promises of what the present administration would do if only returned to power. He held that the government had been compelled to change from the land grant to cash bonus system of encouraging railway enterprises by the fact that all the good land had been given away; and maintained that the Nakusp & Slocan had been so much assisted that it was practically a state road although its profits would go into the coffers of the company, this being an argument in his mind of the possibilities of state roads in British Columbia. (Applause.) At the same time he was compelled to admit that nationalization of railways was at the present time an impossibility in British Columbia, and the opposition had never proposed it as a plank in their platform. (Deep and impressive silence from Mr. Kellie's supporters.)

He arraigned the government for not having made the best possible terms in the carrying out of its railway policy, and objected to the redistribution of the seats in the legislature as not based sufficiently on the principle of representation by population. The C. P. R. line from Rossland to Trail had been built, he maintained, not through the enterprise of the government, but to enable the C. P. R. to keep Corbin from getting the concessions he sought from the Dominion, and which would have been given him had not the C. P. R. at once entered the field. The protection of the river banks at Revelstoke was talked of, and an explanation given that the opposition confined themselves to these little things instead of enunciating a broad policy because it was these little things that directly interested the people, these little things such as the inability of the people of Revelstoke to get Crown grants for their lands.

A Voice—And would you attend to all these things if you got into power.

Mr. Cotton—I would do my best, and expect to get turned out at the first opportunity if I did not.

The tax on free miners, the so-called mortgage tax, and the fact that Col. Baker was owner of coal lands that would be benefited by the construction of the Crow's Nest road, were the concluding items in Mr. Cotton's bill of complaint.

Hon. Premier Turner recalled in his preliminary remarks that on the last occasion on which he had addressed a meeting in Revelstoke he had been standing up in behalf of the gentleman who was now the opposition candidate, but who at that time was supporting the government, and helping to do all the things which he now condemned. That gentleman had so many political complexion that he was really hard to locate in public affairs. It did not perhaps matter much, however, as it was practically sure that the electors of Revelstoke would have the good sense to keep him among them as a private citizen during the next four years.

With reference to Mr. Cotton's attack upon Col. Baker, he would only say that the Colonel had long before there was a prospect of a railroad invested his fortune in the property in question, and that he would now receive a fair return from his expressed confidence in the future of the country would not be begrudged by any one. At the same time it should not be understood that the company in which Col. Baker was interested had any monopoly of these coal lands—far from it. With regard to the relative liabilities of the coal and the metalliferous miner to special taxation, the Premier held that it would be unfair to place both on the same footing, for the coal miner was not a prospector unless he had also taken out a regular miner's license, and had not therefore the additional hope of finding a fortune to reward his energies. Unless he invested in a miner's license he could not now locate a claim, and as a fact more than half the miners in the collieries of Vancouver Island were the holders of miners' licenses on their own request. When it had been proposed to remove the tax there had been opposition from Kootenay, and why? Because a large proportion of the prospectors and miners in this district were alien workers, citizens of the United States, who came here to win wealth from our minerals, enjoy the protection of our laws, receive treatment at our public hospitals if sick or injured—and yet, were it not for the miners' tax, contribute not one dollar to the revenue of the country. With the coal miners it was entirely different, for they were continuous residents for the most part, owning their own homes or being at all events householders, and contributing in many ways to the revenues of the country as the Kootenay miners did not.

The personal property tax, or "mortgage tax," was a stock cry of the opposition, and the poor farmers were again and again commiserated upon the fact that miserable compelled them to be thus unjustly taxed. But did the opposition ever tell, which was the truth, that it was not this government that enacted the mortgage tax—that it had been on the statute books for twenty years or more, and in that time governments composed of the same element as now constituting the opposition had made no effort to remove it. He quite admitted the undue pressure that the tax entailed, for he himself was compelled to pay it on a mortgage. At the same time he would point out that the mortgages on farm property were far from the heaviest in British Columbia; it was the cannery owner and the business men in other lines that paid the heaviest contribution. Farm mortgages very seldom ran over $1,000 and the tax on this sum was not sufficient to prove a burden on anyone. Still there was an injustice in the working out of the tax, and the government were now seeking a solution which was not an easy thing to arrive at, for money would always be worth what the lender could get for it, and the mortgage companies who with the single taxers had initiated the agitation for the repeal of the mortgage tax, did so merely to increase the regular rates of interest.

After dealing fully and freely with the Revelstoke river banks matter, to the apparent thorough satisfaction of the audience, the Premier reviewed briefly and clearly the expansion of revenue, improvement of credit, development of mines and agriculture, extension of educational facilities and effective administration of justice that had been British Columbia's portion under the present government. The policy of the government at the present time was the simple one that experience had demonstrated to be the best for the country—not a policy of political fakirs and faddists, of cranks and planks, but a policy that had produced a prosperous country and an expansion of the revenue in a few years from $700,000 per annum to over a million and a half. The establishment of advantageous public works in every section of the province, and the development of the country by these roads, trails and railways was unquestionably the greatest plank that could be included in the platform of any government or party looking to the promotion of the prosperity of British Columbia, and at this early period of British Columbia's history such a policy and such a one only could produce this most desirable result. This then was the first plank in the government's platform.

The second plank was the education of every boy and girl in the province, so that they might enter the battle of life equipped for its keen competition. The educational system of the province in the opinion of the speaker was, despite the sparseness of population and vast aera, unsurpassed in the world—and not a breath of scandal had touched it with all its ramifications, in the last decade. The schools were not used as political agents in the province of British Columbia.

The third plank was the continued administration of justice in the pure and efficient manner that had in the past made the province an example of good order and law-abiding people, the policing being extended to every section and justice being done to every man, whatever his nationality or religion, race or color.

A fourth plank was the promotion of agriculture by legislation and otherwise, while the fifth and last—on which the others depended—was the maintenance of the provincial credit at its present high place. The Premier concluded amid applause, with an invitation to any present to ask questions if answers were desired.

Only one was asked, this being with reference to the Red Mountain railway, the interrogator wanting to know how the public would have been injured if Corbin had been allowed to build his road without assistance from the public treasury.

In answer the Premier repeated what Hon. Mr. Eberts had said in this regard, and added that having subsidized a rival line in the same territory it would have been poor business policy indeed to permit another road to come in to divide the trade, and thereby reduce the profits to the assisted line, and throw it back upon the province for continuous support.

After Hon. Mr. Turner, Mr. J. M. Kellie held the platform until day shone in at the windows, his remarks, as in the legislature, having reference to the woes, real or imaginary, of that celebrated quadruped — the "Kootenay Kow."

"KRYPTON."

The Newest Wonder of Science—How It Was Discovered.

When argon was discovered in air and given a Greek name, the world stood abashed and silent at its former ignorance of the elements which it breathed, but was lulled to contentment by the supposition that, as its name implies, "argon" was useless. A similar attitude of mind solaced those who had not conceived the possibility of liquefying air until Prof. Dewar had accomplished the feat. Others of larger vision, however, foresaw in these discoveries a host of still more attractive possibilities as the reward of further research. To the Fellows of the Royal Society recently, Prof. Ramsay disclosed the interesting fact that the "new constituent of atmospheric air" which he and Morris W. Travers have just "pumped" out of hidden nature, is almost directly due to the increase of knowledge and larger equipment for study provided by argon and liquid air.

"Krypton" is the name assigned to the new gas. The word means "hidden" or "concealed," and its scientific symbol will be "Kr." But to a crowded meeting of the Royal Society yesterday, following upon the soirce of Wednesday night, Prof. Ramsay was able to demonstrate the source and describe the history of an atmospheric constituent which is no longer hidden or concealed from human knowledge. Having been furnished by Dr. Hampton with about 750 cubic centimetres of liquid air, Prof. Ramsay and Mr. Travers proceeded to their experiments. Allowing all but 10 centimetres to vapor away, and collecting the gas from that small residue in a gas-holder, they obtained—after removing the oxygen with metallic copper and nitrogen, with a mixture of pure lime and magnesium dust, followed by exposure to electric sparks in presence of oxygen and caustic soda—26.2 cubic centimetres of a gas, showing the argon spectrum feebly, and, in addition, a spectrum never seen before. Though not yet completely disentangled from the argon spectrum, it is characterized by two very brilliant lines, one almost identical in position with "D3"—the argon line—and almost rivalling it in brilliancy. All the measurements, including approximate density, the ratio of its specific heats and wave-length of sound, give a calculated formula which shows that, like argon and helium, the new gas is monatomic, and, therefore, an element.

This hitherto undiscovered gas, with its characteristic spectrum, seems to be heavier than argon and less volatile than nitrogen and oxygen, leading to the inference that it is a distinct monatomic element. Hazarding a conjecture, Prof. Ramsay and Mr. Travers say that Krypton—the name is already incorporated into the language of science—will have its density at 40, with a minimum density of 22.51. It is their intention to secure a larger supply of the gas and endeavor to separate it more completely from argon by fractional distillation. Opinions are now strongly expressed that English scientists are on the track of still greater secrets of the air we breathe.—London Chronicle.

UNITED IN MARRIAGE.

Wedding of Mr. J. L. Roe, Postmaster of Cumberland, to Miss Annie J. Monro.

St. John's Church Crowded With the Friends of the Couple Last Evening.

At St. John's church, the scene of "the most interesting event in life" of many Victorians, there was last evening united in marriage Mr. John Littledale Roe, postmaster of Cumberland, Comox, and accountant for the Grant and Mounse Sawmill company, and Miss Annie J. Monro, one of Victoria's most popular young ladies and until the close of last term a valued member of the teaching staff of the North Ward school. The church had been very prettily decorated for the occasion by the friends of the bride and was crowded to overflowing, testifying to the esteem in which the couple are held in Victoria. Included in those present were many of the bride's former pupils.

The wedding was certainly one of the prettiest that has taken place in Victoria. The bride, leaning on the arm of her brother, Mr. Ross Monro, who gave her away, and attended by Miss Florence Hayward and her little nieces, Miss Katie Gullick, Catherine Willemar and Hilda Monro, with Master Jack and Miss Lillian Nicholles acting as pages, was met at the altar by Rev. Percival Jenns, who, assisted by Ven. Archdeacon Scriven, celebrated the wedding service of the Anglican church. The groom was supported by Mr. Harry Fuller.

Mr. A. Longfield presided at the organ and played a new march. The full surpliced choir was present and sang the hymn "Oh Perfect Love." As the bridal party left the church, Mr. Longfield played Mendelssohn's wedding march.

The bride wore a handsome costume of white brocade silk, a veil and real orange blossoms. She carried a Bible. The bridesmaids were attired in very pretty dresses of white muslin, trimmed with chiffon, and hats to match. Each carried a bouquet of white roses, tied with white ribbon and wore pearl and emerald brooches, on which were engraved the initials of the bride and groom, from the groomsman, the groom's brother, a resident of Dublin. These pretty souvenirs of the wedding were the presents of the groom to his bride's attendants. The bride's going-away dress was of fawn colored cloth.

After the ceremony the bridal party proceeded to the residence of the bride's mother, Mrs. I. Monro, 118 Fisgard street, where a wedding supper was enjoyed and where later in the evening a reception was held.

Mr. and Mrs. Roe were the recipients of many handsome and costly presents, among which was a handsome chair from the bride's senior pupils and a cushion from the junior pupils. These two presents and the attendance of the children at the church, was a pleasing mark of the pupils' affection for a teacher that they had parted with, as far as school was concerned. It was not only as a teacher, however, that Miss Monro made friends. In social circles she has while the acquaintance has taken part in and been the life of many pleasant events. She likewise took a keen interest in church work and was one of the young ladies who organized and kept alive the Young Women's Christian Association.

Mr. and Mrs. Roe left by the Charmer this morning for Vancouver. Upon their return from a short tour they will take up their residence at Cumberland.

TO SIGNAL SHIPS AT SEA.

Line of Coast Stations Being Established—Experiments With Gas, Oil and Electricity.

The establishment of coast signal stations through which communication may be held with vessels at sea is progressing satisfactorily, and it is said that eventually stations will be located so near to each other that each will be able to signal to the next, thus forming a continuous chain from Maine to Key West.

The Ardois system, which is in use on all the principal vessels of the navy, is the one employed for the principal regular stations; it consists of a string of lanterns, eight in number, alternately red and white, which are arranged in pairs about eight feet apart, and are hoisted as far above deck as the height of the mast will permit. The top pair, one red and one white lantern, is at the mast head, eight feet below them is the second paid, while the third and fourth pairs are correspondingly spaced upon the halyard by which all are hoisted.

In each lantern is an incandescent electric lamp which by means of wires is connected to a key-board upon the deck. By means of the key-board any lamp or combination of lamps may be lighted. Thus, if the key-board marked "A" is depressed the white lamps of the two upper pairs are turned on. Other letters have other combinations, such as white, red, red, white (four lamps) for "B" three lamps or only one are also used. The total number of combinations is 30 which gives an alphabet and four special signals.

Much difficulty was experienced in out-of-the-way stations, where the electric current was not available, in securing some efficient means of lighting. Oil lanterns were used, but with little success. Recent experiments with acetylene gas are said to have solved the problem, and a signal plant equipped in this way has been installed at Fire Island.

This system consists of eight lanterns, as in the electric apparatus, except that in each lantern is a cluster of four burners supplied with gas through a flexible hose from a generator. In the centre of each cluster a tiny pilot flame burns continuously, within an opaque chimney, and, while it is itself invisible, serves to light the main burners when they are turned on. The main burners are controlled by an electro-magnet in the base of each lantern, which, by means of a small electric battery and key-board, opens and closes a valve through which the gas passes. In order that the lanterns need never be lowered from the tall mast upon which they are displayed, the little pilot flames are lighted by means of an electric spark from the battery at the beginning of the signalling. The key-board is a very simple device, consisting of eight telegraph keys, arranged in such order as to correspond with the spacing of the lanterns.

It is said that the signals are visible at Babylon, ten miles away, and that the lamps are easily and quickly controlled by the key-board.—N. Y. Commercial Advertiser.

The candidature of Mr. McKane, the government candidate in Rossland, is being splendidly received all through that riding. He will undoubtedly win. Even the Boundary Creek district which was thought to be hostile to the government is coming into line.