

RECENT VISIT OF MINING ENGINEERS

AN EMINENT WRITER GIVES IMPRESSIONS

Describes the Institute's Trip to and Around Victoria—Charmed With the City.

A highly interesting article descriptive of Victoria and of the reception accorded the members of the American Institute of Mining Engineers in this city as also of the different little excursions taken by that body while here appears in the November number of the bi-monthly Bulletin published by the Institute in Philadelphia. The article is written by Dr. R. W. Raymond, a very distinguished writer on geological and mineralogical subjects, who is secretary of the Institute. He says:

"The beautiful and luxurious steamer Princess Victoria conveyed the party to Victoria, which was reached at 7 p. m. on Saturday, July 1st. The forenoon was spent in driving or walking through this attractive city and its suburbs. It may be remarked here that throughout the period of their stay, the members and guests of the institute were the recipients of enumerable social attentions from local committee, leading citizens and ladies of Victoria—tallyho coaching parties, carriage drives for smaller companies, afternoon teas, lawn parties, etc. These were interpolated, at every possible opportunity, between the technical sessions of the meeting and the more formal general excursions and entertainments, and were so numerous and so informal as to escape particular record, except in the memories of those who enjoyed them. No form of hospitality could have been more delightful, or better calculated to produce an indelible

Impression of the Bright City, with its shady parks; its stately or picturesque homes, its verdant lawns and gardens, fairly smothered with blossoms; its balmy and refreshing summer air; its endless variety of scenic views, lovely or grand, culminating in the unrivalled panorama of the snowy Olympic range in Washington, seen on the southern horizon, beyond the Straits of Juan de Fuca, and above all its genial and generous inhabitants. "The visit of a small party to the Vancouver-Portland Cement Company's works at Tod Inlet deserves special mention, on account of its professional interest.

"Saturday evening, a public reception, under the auspices of the government of British Columbia, was given in the legislative hall of the parliament buildings, where the venerable and beloved Sir Henri Joly de Lotbiniere, Lieut.-Governor of the province, assisted by Hon. Richard McBride, Premier and minister of mines; Hon. A. E. Smith, United States consul; His Worship the Mayor of Victoria (Mr. G. H. Barnard), Mr. S. J. Pitts, president of the Victoria Board of Trade; Col. Prior, Major Dupont, Hon. E. Dewdney, Hon. C. E. Poole, Canon Beaulande and many other distinguished citizens, with a goodly array of charming ladies, extended a graceful and cordial welcome. A noteworthy feature of the decorations of the building was the

Magnificent Display of Roses arranged in the foyer before the legislative hall. These were afterwards bestowed upon the ladies of the visiting party. The corridors, galleries and museums of the building afforded ample room, among other places, for the disposition of orchestra, refreshment tables, etc., but also for most agreeable private saunterings and colloquies.

"The illustration of the provincial parliament buildings accompanying this narrative, conveys a general notion of their admirable proportions, style and surroundings. While the effect of mass and staidness has been retained, by separating the buildings at either end, and connecting them with a central building, by porte-cochères and galleries.

"Mr. F. M. Rattenbury, the architect, was at the time his design was selected as the result of an open competition, young and comparatively unknown. His work fully vindicates the decision of the judges in his favor. The astonishing fact that these buildings, including their interior fittings and furniture, was but \$1,000,000, indicates not only honesty, economy and loyalty on the part of everybody concerned, but also the perfection and thoroughness of the plans and specifications, and the consequent avoidance of those after thoughts and oversights, requiring changes of detail, which almost always enhance the estimated expense of such undertakings.

The Archipelago. Monday, July 8th, was devoted to an excursion, given by the Victoria Board of Trade, on the steamer Charmer, through the magnificent archipelago lying east of Vancouver Island, and including, among other places, the historic interest of the Island of San Juan, so long in dispute between the United States and Canada, but now belonging to the former country. A curious result of this political change was seen from the deck of the steamer, namely, cement works upon the Island, the product of which, being American, enjoys in the important markets of the Sandwich Islands a great commercial advantage over the Canadian works which formerly possessed that market.

Professionals' considerations and reflections, however, played little part in the experiences of the day, which was given up to Sentiment and Social Pleasure, inspired by glorious weather, superb scenery, complete physical comfort and the best of company. The white

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crests of the Olympics, already familiar, yet never to be seen too often, bounded the view for a part of the time going and coming; and, after having been dispatched from the steamer glided among the wooded islands and over the clear green waters of the beautiful archipelago. Similar scenery on a grander scale awaited the travellers on later stages of their long journey from Victoria up the coast; but that unknown future could not impair the admiration with which this taste of its glories was appreciated.

The Tyee Mines and Smelter. On Tuesday, July 4th, the party were the guest of the Tyee Copper Company, the general manager of which, Mr. Clermont Livingstone, had arranged a double excursion to the company's mine and smelting works, respectively. A special train on the Esquimalt and Nanaimo railway conveyed all 19 Duncans, forty miles from Victoria, where those visiting the mine, took carriages for a drive of eleven miles further by rail to the Tyee smelter at Ladysmith. The line from Victoria to Duncans follows for some distance the precipitous coast of Vancouver Island, commanding a superb view from above of the sounds, inlets and islands, among which the happy voyage of the day before had been made.

The road from Duncans to the mine passes for five miles through cleared lands with numerous small farms, and then ascends for six miles through almost unbroken forest. Frequent wayside springs and streams, and a great variety of flowers in bloom, tempted the tourist to walk to linger; but they reached in good time.

The Mining Camp. The buildings of which had been decorated in their honor with flags and evergreens. A number of zealous mining engineers and geologists, driven through with special speed, had had time to see a good deal of the underground workings. The rest were contented with a briefer inspection.

A beautiful collation was served in the sawmill (near the mine shaft) which has been transformed by graceful adornment into a festal bower, where branches and banners concealed the rough walls and the dismantled saw frame. For the zeal and taste exhibited in this rustic decoration the ladies of the camp deserved and received much praise.

In honor of the day, a facsimile of the American Declaration of Independence, draped in the Union Jack and the Stars and Stripes, hung before the host of Mr. Livingstone, himself a descendent of one of the immortal "Signers," who presided and announced the first toast to King Edward and President Roosevelt. To this sentiment a suitable response was made by Hon. A. E. Smith, United States consul at Victoria; and a toast to the American Institute of Mining Engineers was acknowledged by the secretary, after which Mr. E. V. d'Inville proposed the health of Mr. Livingstone, Mr. E. C. Musgrave, superintendent of the mine, and their associates, which was drunk with cheers. The party then returned to their wagons and swiftly descended the mountain to the station at Somers, where the train, coming back from Ladysmith with the other excursion party, was boarded for the common return to Victoria.

The process of matte-smelting followed at these works was the subject of the paper by Mr. Kiddie, presented in oral abstract at the Victoria meeting, and to be hereafter published. From the analyses exhibited metallurgists could easily infer that the Problem to be Solved was a peculiarly difficult one, namely, the smelting of an ore containing, with 4.08 of copper, and 10.49 of iron, 37.83 of barium sulphate, 7.35 of zinc and 13.48 of silica, while the success of the metallurgical solution of this problem was evident in the production of a slag containing only 0.41 per cent. of copper, and 0.14 (out of 2.87) ounces of silver, and a trace (out of 0.131 ounces) of gold per ton.

After inspecting the works the visitors were introduced to Mrs. Kiddie in the grounds adjoining the managers' house, where, in a gaily decorated marquee on the lawn, a beautiful luncheon was served. Mr. Kiddie proposed the health of the Lieut.-Governor and President Roosevelt, speaking in this connection of the death of ex-Secretary Hay, which had been deeply felt by the Britons as well as the Americans. Mr. R. W. Hunt responded in a felicitous speech. The mayor of Ladysmith, Mr. J. W. Coburn, then extended a civic welcome to the visitors, expressing the hope that the trip of this party of distinguished mine men might not be without benefit, both to themselves and to the sections they visited. After an appropriate song, "Ten Thousand Miles Away," by

In The Hug of the Bear



Being the Experiences of Messrs. Finlay & Grant, of Victoria, as Prisoners of War in Russia. Written for the Times, from his notes, by R. Finlay.

When we arose on the morning of May 10th, 1905, little we thought that ere noon our voyage would be abruptly ended by the action of two warships, which, as they drew alongside, proved to be a portion of Admiral Yessen's squadron, returning to Vladivostok after a seven days' unsuccessful cruise in search of Japanese transports.

We lay in their course and were powerless to avoid a meeting. The work of boarding, searching our vessel and transferring prisoners occupied but a little time.

On reflection the sudden transformation seemed like a dream. We were hurried into one of the boats which had been dispatched from the Gromobol to convey us on board. After gaining the deck of the warship we were arranged for further inspection. Officers and men were there in abundance (about one-half of the number would have been sufficient to have guarded the supposedly desperate captives).

In this particular instance we were not subjected to a very prolonged survey. After having been searched and our effects taken we were directed to the forward part of the ship, there to undergo the commencement of our first trials.

Those who were in command seemed not to consider the welfare of our stomachs. (I might mention that lunch had been postponed on our part owing to the arrival of unexpected visitors). We did not lose sight of the dishes that were being brought from the galley by the sailors, concluding that we would at least get the best served, but apparently no provision had been made for the newly acquired members, and a new phase in our dilemma presented itself.

Whilst deliberating over the situation, one of the bluejackets invited us to

partake of some chat (or tea) with him, which we gladly accepted.

Others, emboldened by his act, shared their bread and butter with the prospects brightened. Some were friendly, all curious, and out of a crew of 1,070 (higher officers excepted) they all took our measure mentally. "The ship's crew" were told off separately from the Japanese prisoners at bedtime, which showed some consideration on the part of the command. Just before retiring a stewardman who spoke English quite fluently, exchanged a few words with us. He informed us that immediately upon arrival at Vladivostok measures would be taken to forward us to our respective homes. The outlook was gradually becoming more pleasant. With such news to slumber on we were soon tucked away.

At 5 o'clock the next morning the same man further informed us that preparations were being made for a battle with Kamimura's fleet, which was at the time off Vladivostok harbor, 150 miles distant from us, words having been received by wireless message. A naval fight out of harm's way would be nice to look upon, but in our case no doubts, especially when the opposing fleets were unevenly matched—there were seven Japanese cruisers.

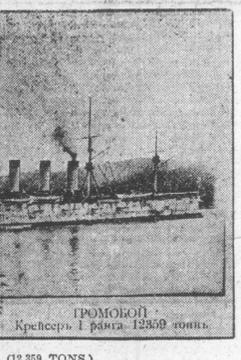
I must say, however, that our infatigable put all confidence in Admiral Yessen's two ships as being able to cope with such odds. Everything was being got in readiness, the men moved more lively. Stretchers were being carried to the upper deck, the increasing vibration plainly indicated that full steam was being applied to the engines, we were plunging through the water at the rate of 21 knots an hour, but in which direction we were unable to ascertain. "What was to be the outcome?" Probably some who read this have experienced the unpleasantness of such a predicament. We were all familiar with the use of small arms, but our knowledge of 6 and 8-inch guns was limited. Many were the conjectures as to the damage they would inflict. "How would the rival ships proceed to destroy each other?" and numerous

other questions relating to the matter were gone over. "Would they commence firing at long range or wait until the desired space intervened?" Some of the Japanese thought that if allowed to go on deck their comrades, on seeing them, would refrain from firing, but the Russians did not wish to expose their precious freight to any dangers, and concluded to keep all

below the water line during the engagement. After a lapse of four or five hours, a change in the speed was felt, judging by the lesser vibration. We thought surely the result would soon be known. Had we only foreseen, there was really no imminent peril. Still the suspense of momentarily expecting a battle was anything but inviting.

The signalman made his way to our quarters and imparted very welcome news indeed. He said: "Kamimura has gone south, down the Korean coast, and there is no cause for further alarm from that quarter." Nothing noteworthy happened during the run from this position to Vladivostok.

The ports were darkened to prevent our taking sly glances at the fortifications which command the entrance to that magnificent harbor. We anchored at 11.30 p. m., and shortly after began preparations for our departure. About one hour was occupied in removing us on board a tender, which had been previously warned of our coming. The six "Amerikanskis," together with 40 Japanese (some of whom were taken a day or two previous to our capture) were soon placed on board the receiving ship Argon. Before ascending the gangway we could see numerous lanterns flitting to and fro, and we surmised that the burning of midnight oil concerned us. Ranged in rows, we were subjected to more red tape, then shown to our new habitation.



ADMIRAL YESSEN On Board the First Class Cruiser Gromobol, Russia, Companion to the Gromobol.

THE COLLINS CASE. The Prisoner Made a Lengthy Statement in His Own Defence. "Following the recital of facts proved by the prosecution, the opening statement of his own defence was made by George D. Collins yesterday," says the San Francisco Chronicle of Saturday last. "Adroitly evading the recorded facts, he sought to place the burden of guilt and shame upon the woman and the children who bear his name.

"The most important contention of Collins' defence is that a contract marriage took place between him and Agnes Newman in the year 1888, twelve months before the church ceremony at which Father Connolly officiated. If this could be proved the question of whom he married at that time would be irrelevant. But the witnesses of the contract marriage which is now alleged are both dead, and it is not on record.

"Collins contends that the records of the license, the certificate and the books of the parish of St. John the Baptist, all of which agree that he married Charlotte Newman on May 15th, 1888, are in error. He declares that the man responsible for the mistake was James Mulcahy, who is dead. "Raising his voice to the pitch of impassioned utterance, Collins declared that Agnes, when she was dying in the presence of God and the angel of death besought him not to drive Charlotte into the streets." He then denied that he had ever been married to Charlotte; declared that he had never introduced her to a living soul as his wife, and by implication denied the parentage of his children. Coupled with these denials and assertions was a blackening of the name of Agnes, giving her impending shame as the reason for the contract marriage.

"Complete as was his fabric of allegations and denials, Collins did not rest upon it alone, but interposed two technical defences. First, he claimed that the answer in which the alleged perjury occurred was not properly verified, and that, consequently, the statement contained therein that he had never married Charlotte Newman

could not be technically considered perjury. Again he claimed that the answer mentioned in the indictment was a second answer to the filing of which he had never consented and that, consequently, the statement therein contained was not a perjury of which he could be convicted."

CHARGE AGAINST LAWYER. It is Alleged He Entered Conspiracy to Procure Perjured Evidence in Divorce Case. New York, Dec. 13.—The trial of Abraham H. Hummel, one of New York's most widely known lawyers, on the charge of conspiracy was on the calendar before Judge Rogers in the Supreme court to-day. The charge against Hummel grew out of the sensational Dodge-Morse divorce litigation in which it was alleged that Hummel entered into a conspiracy to procure perjured evidence.

Former Supreme Court Justice Edgar L. Furman also was indicated on the charge of conspiracy in the same case.

SUDDEN DEATH. Nephew of the Late President Kruger Passed Away at Santa Barbara. Santa Barbara, Cal., Dec. 13.—Rev. Dr. Martin Seargeonson, of the Transvaal, South Africa, a nephew of the late President Paul Kruger, and a veteran of the Boer war, an expert professor of languages of Oxford University and a missionary, lecturer and philanthropist, died suddenly here yesterday of asthma.

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