...preads Over Many Miles

...ine Description of Yale-Cariboo-Kootenay Electoral District.

...ch Resources in Minerals Cattle and Farming and Many Industries.

...m the Kootenaian.

...he electoral district of Yale-Cariboo-...tenay extends through 11 degrees of ...tude from the 49th to the 60th and ...ough 8 degrees of longitude from the ...h to the 122nd namely. Its southern ...ntier bounds nearly the whole state ... Montana, the whole of Idaho, and ...r-fifths of Washington. The Nation... park which the citizens of Cal... can reach in two hours' ride is ...its eastern border. The Harrison Hot ...rings, where the citizens of Vancou... spend their Saturday afternoons, is ...se beside its western line. The Co...mbia, one of the half dozen great riv... of the continent, rises and runs half ... course in our country. The Fraser, ... famed for its gold fields and its ...mon fishery, has its whole watershed ...thin our district, and within 90 miles ... the sea when it leaves us. We feed ...e Athabasca, the Peace and Liard riv..., which run to the Arctic sea, and the ...skatchewan, which runs to the Atlan...; we go to the ridge of the Rocky ...ountains on one side, to the Cascades ... the other. We accommodate the Selk...ks, the Gold and the Parnell range ...tween. We have 1,000 miles of nav...able inland waters. Some of us live ...side Kootenay lake, a sheet of fresh ...ater 70 miles long, two miles wide and ...0 feet in average depth, but when we ...ok at the map we observe that the Co...mbia lakes, the Arrow lakes, Okana...n, Shuswap, Adams, Quesnel and ...me in the northern parts of Cariboo ...t yet even named, are least as regards ...ngth and breadth upon a similar scale. ...ur area is equal to that of all Nova ...cotia and New Brunswick and all the ...ettled portions of Ontario and Quebec ...rown in, and five times that of the ...ncient kingdom of Scotland. One hun...red steamboats, some of them floating ...alaces, like the Russland, the Moyie ...nd the Kaslo, are plying upon our wa...ers. Twelve lines of railroad are in ...peration in our territory, with an ag...regate length of 1,000 miles; three oth... branches are under construction. We ...ave ten incorporated cities and 50 oth...rs that will soon be candidates for the ...ame responsibility. We have six daily ...nd 20 weekly or semi-weekly newspa...ers. At the recent convention of the ...ssociated boards of trade of the dis...rict, held at Nelson, eleven boards of ...rades were represented. And talk of ...ealth! We have heard old-timers' stories ...f plain gold taken out of Emory Bar ...nd Williams creek, and the Big Bend ...f the Columbia, and Wild Horse creek. ...ll of these places are within our bound...aries. We hear in these days of the coal ...mines and coke ovens at Fernie. An ...enterprise already taking rank among the ...nost important in Canada. We hear—the whole world hears—of the Le Roi, the War Eagle, the Golden Cache, the Waverly, the Monarch, the Horsefly Hydraulic, the Payne, Old Ironsides, St. Eugene, Ymir, Silver King, Slocan Star. All of these are in our ditsrict.

We hear of cattle ranches covering thousands of square miles in Okanagan, Shuswap, Cariboo and East Kootenay. We hear of grain crops and fruit orchards in the valley of Kettle river and in Lillooet. We hear of alluring prospects of coal and copper, lead and gold in northern Cariboo and Western Yale, and around the big bend of the Columbia, of platinum in Rock creek, and mountains of mica in Tete Juene Cache. Prospects so remote from all existing routes of travel that those interested in them can only go once in the year to look at them, and return to civilization only to tell the story of their promise and to implore help in the work of their development, and all these things are within the bounds of this electoral riding.

The Dominion sells to its customers abroad a total of about 130 millions of dollars worth per annum of all kinds of goods. Of this the province of British Columbia contributes about sixteen millions. More than one-half consists of the gold, silver, copper and lead shipped from the mines of the district, which has one representative out of the 215 that are in the House of Commons, contributes one-sixteenth of the whole exportable product. The total number of votes polled at the late provincial election was 27,172, of which there was polled within our Dommion electoral district 11,292. Of 38 members of the provincial house, we have 13 and are entitled to 16, and that we have not 16 or more is denounced as a gross outrage.

The contract of representing all of this territory and all of these varied interests is now being tendered for by Mr. Galliher and Mr. McNeill, and whichever man wins should be extended great indulgence.

TELEGRAPHIC BRIEFS.

According to semi-official statements, the Russian naval estimates for 1901 form a total of 97,697,666 roubles, an increase of upwards of ten million roubles over those for the current year. The ordinary expenditure swallows sixty million roubles, of which sixteen millions are intended to the fleet, three millions for harbor work at Liebau, two millions to be expended at Vladivostock, and three millions at Port Arthur.

Trooper Naught, of Golden, B. C., who is a member of Strathcona's Horse, writes from Troyfeller on August 15 that General Buller was not pleased because Strathcona's took Carolina without orders. He writes "Buller must not send Strathcona's Horse near a town of Boers if he does not want them to take it. It was the same at Bramalo. We were going into camp about six miles out of town, but the Strathcona Horse galloped in and took it."

The first stone of the anchor pier of the bridge to cross the St. Lawrence river at Quebec was placed yesterday.

Work on the big Connors elevator scheme began at Montreal yesterday.

The Allan liner Carthaginian, with four hundred sailors and marines for the British warships at Halifax and Pacific Coast, arrived from Liverpool yesterday morning.

Xavier Barnes, of New York, shot his brother Louis in the head yesterday. The wound will likely be fatal.

The British steamship Eagle Point, Capt. Hewison, from London for Philadelphia, which arrived at Philadelphia yesterday, reports that at one o'clock on Monday morning she collided with the British steamer Biela from New York, September 30th, for Manchester, England, and that the latter vessel sank. All hands were taken off the Biela, however.

Those unhappy persons who suffer from nervousness and dyspepsia should use Carter's Little Nerve Pills, which are made expressly for sleepless, nervous, dyspeptic sufferers. Price, 25 cents.

Big Crowd From North

Seventy-Five Passengers Landed Here by the Amur Last Night.

Large Amount of Freight Being Handled by Yukon Steamers.

The steamer Amur arrived at 10 o'clock last night from Skagway. She came unannounced, not having called at Union or Ladysmith, from which points she could be reported by wire. She left Skagway on Thursday last and made a good run down, having called at the Namu cannery for a load of salmon. Seventy-six passengers came down on the Amur, a number of them being from Dawson. The great question on the Yukon now is whether all the freight will get through to Dawson before the river freezes. The railway is keeping the wharves at Skagway clear, but there was a big pile at White Horse. Steamers and scows were reducing this, and there were some hopes of it getting down. The Skagway News says:

"Every indication points to at least another month of open river between White Horse and Dawson. Close observers and those who have made it a point in connection with their business to watch the conditions say that there is much more water in the Yukon and the lakes now than at this time last year. Another straw pointing in the same direction is the absence of snow on the mountain tops. A year ago there was snow in Skagway, while as yet there has been no snow fall in this locality lower than 5,000 feet above the sea level.

"Last year the Yukon closed up between Skagway and Dawson on October 22, and on the next day it closed at Dawson. There was open water at places in the river after this date, but it did not last long. The Stratton went down on October 24th, having been caught in an ice jam, and scows that were frozen in hard on October 22, went down the river many miles before they were finally caught for the winter, the ice having partially broken up to close again in a few days.

"The close last year was eleven days earlier than that of 1898, and fifteen days earlier than 1897. In 1898 the river was frozen hard at Dawson on November 3rd. It had closed south of Dawson on October 23, but on the 27th it opened up again and navigation lasted another week. The last steamers to reach Dawson from White Horse two years ago arrived there on October 30.

"Fortune seems to have favored the advance guard of the great Klondike stampede in more ways than one, for it was not until the 7th of November that the great northern winter fastened itself upon the great golden highways in 1897.

"Judging from these facts old timers in the north estimate that there will be open water for at least a month, and probably until after the 1st of November. However, they are unanimous in advising the shippers of freight not to waste any time as a cold wave might sweep from the north at any time after the middle of October."

Speculation over the probable winter freight rates from White Horse to Dawson is already occupying the attention of traders. Conditions are materially changed from those of last year. The completion of the road to White Horse cuts off a long distance from the route and makes the winter season for freight several days longer. The C. D. Co's express rate last year was $3 per pound from Bennett to Dawson. Much of the freight contracted for by other parties was taken on at $1.50 to $1 a pound. This season with White Horse as a terminal, it is possible that freight will be taken for as low a rate as 10 cents per pound. The improvements on the trail making possible the use of tow-horse sleds makes this probable.

The White Pass & Yukon Railway have closed a deal whereby the Mary E. Graff comes into their possession. She formerly belonged to the A. E. company, and is one of the best freight boats on the river. She will not, however, be used this season, but next season will augment their fleet on the run between Dawson and White Horse, as the J. P. Light has proved that steamers of her size can be used for up-river navigation purposes.

The buildings in Discovery City in the Atlin district, may at some future date be moved to some other locality, according to late accounts. Mining development continues to encroach upon the town and the outskirts are already turned into mines. The property of E. H. Pillman and "Too Much" Johnson are among the best paying of the bench claims at Discovery. Before Pine creek is eventually worked out there is little doubt that the present townsite of Discovery will have been mined out by some hydraulic concern, as the town rests on a foundation of gold in small quantities from the grass roots down.

Passengers on the steamer Quick, which has returned to Dawson from the new strike on Clear creek state that on discovery from 15 to 25 cents a pan has been taken out, and that the gravel is from three to seven feet deep and carries pay from top to bottom. The mouth of Clear creek is a hundred miles up the Stewart river and the strike is 30 miles up Clear creek. It takes the Quick four days to go to Clear creek, and two days to return.

Active development work is now going on at the Copper King, says the White Horse Tribune. Within the last few days six or seven new men have been started to work, and the ore dump is rapidly increasing in size. Messrs. Granger & McIntyre, owners of the Copper King, have unlimited faith in their property, and are only awaiting the construction of the wagon road to commence shipping ore to the coast smelters. They have now over one hundred tons ready, and at the rate it is being taken out they promise to have enough to make up a whole trainload by the time sleighing commences.

A vein of the finest quality of lignite coal has been struck on the Rock creek coal lands of the Alaska Exploration Co. near Dawson.

The Yukon council has promised to contribute to the support of a school at White Horse as soon as one shall have been established in that city.

As a result of the visit of Governor Ogilvie to White Horse, a government road has been ordered built from the city of the rapids to the copper belt near by. The road will be completed before the snow flies, as it is a comparatively inexpensive piece of work. As soon as the road is completed the copper mines will begin shipping ore.

The ranks of the Dawson board of trade have been broken on the gold question by the decision of the A. C. Co. to accept commercial dust at the old rate of $16 an ounce. They will continue to do this until the government either establishes an assay office or enacts legislation fixing the price at a certain figure.

Charles Hubbard, who shot and killed Thomas McNamee at Fort Yukon, has been convicted of manslaughter.

Gilbert S. McConnell, wholesale merchant of Vancouver, who arrived by the Amur from Dawson, says the Klondike capital will be lively this winter and there are enough provisions to last them a year. People are going in by the White Pass route in much greater numbers than they are going out, and all the Dawsonites were returning from Nome, one vessel coming in just before he left with 300 passengers.

Nearly half a million in gold dust arrived in Skagway last Thursday. The Canadian Bank of Commerce was the chief shipper, with $405,000 of the yellow stuff. Other small shipments brought the total up to the half million mark.

MARCELLE.

Blanche Walsh Makes a Glowing Success in Her New Play.

Montreal, Oct. 1.—Blanche Walsh opened this evening at the Academy of Music, introducing for the first time Eugenes Cresbrey's romantic drama, "Marcelle." The house was packed to the doors, and Miss Walsh received an ovation. The cash is a strong one. Miss Walsh had a strong scene in the second act; but the greatest opportunity is in the fourth. The play treats of a picturesque era in Canadian history, and Mr. Cresbrey has treated it with the mind of a student and trained skill of a playwright, and has provided Miss Walsh with a part suited to her powers. Joseph Kilmour and Harold Russell also scored successes. The play is splendidly staged. Curtain calls and floral tributes were numerous. "Marcelle" goes from here to New York for a run at the Broadway theatre.

Miners Offered An Increase

Operators Willing to Grant Ten Per Cent.—No Acceptance as Yet.

Philadelphia, Pa., Oct. 1.—The mine operators of the Wyoming, Lackawanna and Lehigh regions to-day at a meeting at Wilkesbarre, followed yesterday's action of the Reading in offering a 10 per cent. increase in wages to the mine workers. They further decided to reduce the charge for powder from $2.75 to $1.50 per keg. The latter price has prevailed at the Reading company's mines for a long time.

The action of the Wilkesbarre meeting means an increase of 10 per cent. to all mine workers except miners. The latter will earn an increase of about 10 per cent. by reason of the reduced cost of powder.

The meeting was attended by representatives of all the leading railroad companies which own mines in the regions named. Some of the independent operators opposed the proposed increase unless the coal carrying companies would reduce the tolls on their products to tide water.

The strikers, however, show no indication of accepting the offers.

Hazelton, Oct. 1.—Notice of increase in wages and the reduction in the price of powder was decided upon here by the operators at Wilkesbarre to-day and were put into effect to-night at all of the collieries in the Lehigh region.

President Mitchell, when shown a copy of the notice declined to say anything at this time, but intimated that he might outline of his position at the Wilkesbarre mass meeting to-morrow. He added, however, that there would be no resumption of work until a conference with the anthracite miners had been called and the proposition considered.

It was expected in some quarters today would bring a turning point in the strike, but nothing came to the surface that would lead to any indication of the strike nearing an end. Since the operators began to hold conferences President Mitchell is receiving more information than formerly and giving out less. That he knows more about the situation than he cares to tell is hardly doubted by anyone, and he has admitted that he received advices from New York as to the doings of the operators. There is still a lack of anything tangible on which to base the report of an immediate settlement. President Mitchell continue to deny that he knows anything about it.

POLITICAL.

Quebec Liberals Have Differences Over Choice of Provincial Premier—Dominion Nominations.

Montreal, Oct. 2.—Montreal Liberals continue to show great dissatisfaction over the selection of Mayor Parent, of Quebec, as provincial premier, and there is being a split in the ranks of the faithful. Mr. Robidoux was so indignant at being passed over by the Lieutenant-Governor that he has refused to enter the Parent cabinet, and it is understood he will be appointed a judge for the district of Three Rivers.

Windsor, Ont., Oct. 2.—William McGregor, M.P. for North Essex, announces his retirement to private life.

Fredericton, N.B., Oct. 2.—Hon. L. P. Farris, Liberal minister of agriculture, was re-elected in Queens to-day by about 400 majority.

Toronto, Oct. 2.—J. B. Klock, M.P., has been re-nominated by the Conservatives of Nipissing, and J. M. Hurley, M.P., has been re-nominated by the Liberals of East Hastings.

BY A HAIRBREATH.

Women and Children Narrowly Escape Death By the Nanaimo Train.

Nanaimo, Oct. 2.—Two women and two children had a miraculous escape from death this morning at Milton street railway crossing. They were driving, when the horse balked just as the train from Victoria rounded the corner a hundred yards away, going eighteen miles an hour. The engineer caught the hind wheel of the wagon and dragged it with the horse fifty yards, hanging alongside the tender. The occupants were thrown out. An infant ten months old was found lying with its feet close up against the rail, the whole train passing without harming the child, which sustained only an ugly wound.

J. G. Petherick was seriously injured by a fall of rock in the Alexander mine this morning. His body was badly ...ed.

Degradation Of Prince Tuan

Official Statement That He Has Been Removed From High Office.

The Russian Legation Has Been Formally Withdrawn From Pekin.

Taku, Oct. 2.—The expedition to Pao Ting Fu has been postponed and the start will not be made until October 6. Gen. Gaselee and the German general will command the Pekin and Tien Tsin columns respectively. The Russians have occupied Tong Shan without opposition.

The New South Wales contingent of British troops will winter in Pekin.

Tien Tsin, Sept. 29, via Taku, Sept. 29, via Shanghai, Oct. 2.—Li Hung Chang has abandoned his decision to proceed to Pekin and will, it is announced, begin operations with the Russian minister to China, M. de Giers, upon the latter's arrival at Tien Tsin.

Gen. Chaffee has designated the Ninth Infantry, the Third Squadron of the Sixth Cavalry and Battery "F" to remain at Pekin. He estimates that it will take a month to get the American troops out of China.

Washington, Oct. 2.—The Chinese minister has delivered to the state department official information of the degredation of Prince Tuan and many other Chinese leaders. The following official statement is made as to Minister Wu's despatch:

"A cablegram received from Directon General Sheng, at Shanghai, states that by an imperial edict issued on September 25, Prince Chwang, Prince Yih, secondary princes Tsai Lien and Tsai Ying, are deprived of all their respective ranks and offices; that Prince Tuan is deprived of office and is handed over to the Imperial Clan court, which shall consult and decide upon a severe penalty, and his salary is to be stopped; that Duke Tsai Lan and President of Censorate Ying Nien are handed over to the said board, who shall consult and decide upon a severe penalty, and that Kung Yi, assistant grand secretary and president of the civil board, and Chao Su Chiao, president of the board of punishment, are handed over to the board of censors, who shall consult and decide upon a penalty."

The state department is in receipt of a despatch from Minister Conger, formally announcing the withdrawal and departure of the Russian legation from Pekin.

BLOCK ON SIBERIAN RAILWAY.

No Freight But War Material Taken and Few Passengers—Trains Delayed.

From the London Standard.

The Sibernian railway beyond Chelyabinsk is now entirely taken up with the conveyance of troops and stores for the Russo-Chinese frontier. No goods whatever are accepted from private consignors and several of the passenger trains are closed to the public, where one can only, with great difficulty, find a place even on such trains as are nominally still open to all. There appears to be considerable difficulty in working the railway, and men have been drafted from all the lines of European Russia at double wages and a daily bonus to work on the Siberian weekly express to Irkutsk is taken on from Chelyabinsk by old locomotives, which have already done their life's work on the lines of European Russia. Under such circumstances breakdowns are frequent, and at the best the long troop trains can only proceed at a very slow pace.

Several accidents involving loss of life have already occurred, but no details are allowed to reach the public here. In Irkutsk, as, indeed, all along the railway, the prices of all kinds of food supplies have risen to famine rates, and hay and oats have more than doubled in price in the last week or so. About the real state of affairs beyond Lake Baikal, no information is procurable except the scanty outlines of official reports. It is yet too early for letters to reach Moscow, while telegrams to private persons, although treble rates have been paid on them as "Urgent," do not come to hand. In spite of a circular from the department of posts and telegraphs offering the number of excuses for delay that frequent storms have damaged the wires, and that repairs in summer are not easily or speedily done on account of the state of the roads, it is beginning to be suspected that a strict censorship of the wires has been enforced. This state of uncertainty is not the least of the miseries of such quarters the official telegrams of successful raids and captures and burnings of villages and outposts by Cossack volunteers and armed citizens.

The inhabitants of all towns along the Siberian railway are being compelled to provide food, chiefly rusks made of the staple black bread of the Russian people, for the soldiers who are being hastened up to the Chinese frontiers. Over a large district of Central Siberia the supply of breadstuffs is very short and in some towns famine prices prevail. This is especially the case eastward of Krasnojarsk, where the common black bread of the peasant, which sells in Moscow for two and a half to a maximum of three copecks per Russian pound, has risen to the unheard of price of 34 copecks, or ninepence per pound. It is owing to this, among other causes, that signs are already appearing of an exodus toward European Russia from many centres of Siberia.

The Nijni Fair has suffered in respect of Siberian products in consequence of the blocking of railway, road and river traffic by troops, and not more than half the usual quantity of these goods has been brought down for sale.

CIVIC TELEPHONES.

Toronto City Council Investigating Cost of Owning a System.

Toronto is looking into the question of a telephone system owned by the city. The Mail and Empire of September 15 says:

In compliance with a resolution of council on the 9th inst., ordering the city engineer to prepare an estimate of the probable cost of installing and operating a telephone system for from 6,000 to 10,000 subscribers. Mr. Rust submitted the following to the Mayor yesterday:

"In preparing these estimates," he says, "I have assumed that underground work would be used in that section of the city between Bloor street on the north, the bay on the south, Spadina avenue on the west, and Sherbourne street on the east.

"The cost of installing a system for 6,000 subscribers would be approximately $675,000. The annual cost of operating, including depreciation at 5 per cent. and interest at 3½ per cent., would be approximately $120,000.

"The approximate cost of a system for 10,000 subscribers would be $1,200,000. The annual cost of operating a plant of this capacity, including depreciation and interest, would be approximately $205,000.

"These estimates are based upon a common battery switchboard, which is, I understand, considered the most modern one, and is coming into general use. I have, however, recently heard that there is in operation in a small town in Ohio what is known as the automatic system, that is, no operators are required. If this is successful it would very much reduce the operating expenses, and it might be advisable to further investigate this system."

Laying Track By Machinery

Description of Work on the C. P. R. Columbia and Western Branch.

Mr. Dennis, Division Engineer, Tells How the Rails Are Placed.

From Railway and Shipping World.

The following description of the work of a steam tracklaying machine on the C.P.R.'s Columbia & Western branch in B.C., has been prepared by A. C. Dennis, Division Engineer of Construction. The tracklaying machine consists of a head or "pioneer" car fitted with side chutes for delivering the rails and ties on the ground ahead of the train, and having a stationary steam engine to operate the rollers in the chutes. Similar chutes or tramways extend along each side of the flat cars of the material train, these chutes being carried by brackets inserted from the bottom of the stake pockets. Ordinary flat cars are used. The chutes are connected between the cars, and in the bottom of each chute are live rollers being driven by a shaft extending the whole length of the train and being fitted with universal couplings between the cars. The vertical engine on the head of pioneer car drives the shaft by means of gearing and takes its steam from the locomotive. The rails are sent forward on one side of the train and the ties on the other, the ties being delivered by the chute about 60 feet ahead of the rails, while the rail chute extends about 18 feet beyond the pioneer car, the live rollers of the tie chute have corrugated surfaces, to get a good hold on the ties, while the alternate rollers are plain and are set about 1 inch lower than the others.

The material train is made up of the rail cars in front of the locomotive and the tie cars behind. At the material yard eight men and a foreman were employed in unloading, sorting and reloading rails and fastenings, and in curving rails. Each car sent to the front with rails was numbered with a consecutive or lot number and also marked with the initial station of any curved rail in it, the first and last rail of each curve having the station painted on it. The cars of rails loaded for the front were trimmed with angle bars only. Spikes, bolts, tie-plates, etc., were loaded together in a separate car, which was used as a tool car as noted later.

The tracklaying train was made up for half a day's work as follows: (1) The pioneer car; (2) four cars of rails, carrying 1,000 feet of track and anglebars, or about 22 tons; (3) the engine; (4) eight cars of ties carrying 250 to 270 ties each; (5) the tool car, containing the engine was used at the rear when required. The anglebars and some bolts were transferred to the front end of the pioneer car, which carried a sort of apron provided for that purpose. The tracklaying force proper was distributed as follows: (1) The tie line stretcher; 4 feet from the track centre stakes as a guide by which to line up the end of the ties; (2) eight or ten "tie buckers," who took the ties from the end of the tie tram or chute (which extended about 60 feet beyond the pioneer), and dropped them approximately at the required spacing; (3) the tie marker, who marked ties where rails should lie across them, and kept the spacing pole moved up as required; this pole was a piece of hand iron 30 feet long, with a ring in the front end to pull it along, and having copper rivets at intervals to mark the proper spacing of the ties; it was placed just outside the tie line; (4) two men with "picaroons" lining the ties to the tie line, and at the same time squaring and spacing them according to the rivets in the pole. All this work was entirely ahead of the steel or rail gang and out of their way.

The steel gang consists of eight "heelers" and two "strappers." The strapper puts a pair of angle bars on the last rail laid, and one bolt, not yet tightened. When the next rail came he opened the angle bar with his wrench to receive the rail end. The rail was "entered," the front end dropped and rail pushed back against the expansion plum, the bolt tightened up, and another bolt struck and nut started for rail just laid. This is called the "slow-heel" method, but it is believed to be just as quick as, and to give a better chance to regulate the expansion, than the common method of throwing each rail back against the one laid. By the time the first bolt is tight the conductor signaled the engineman to move ahead, and the train advances a rail length. No spiking at all was done ahead of the train. The rails were held to gauge by bridle bars, 2 to a rail length on tangents, and 3 on sharp curves. These bridles were ⅝-inch rods, flattened at the ends and turned back so that the rails were at proper gauge when the bridle was hooked under the base of the rails. There was a slot at the inside edge of the rail, through which a spike was stuck. The bridle was hooked under the line rail, a spike dropped in the slot and the gauge rail thrown in so as to clear the turned over part of the bridle; the bridle being held up and the rail pushed out it hooked itself, and on the spike being dropped in it was secured. The bridles were put on by the "heelers," who generally got them before the "strappers" could fix their joint.

On the "pioneer car" there was the engineman for the stationary engine that ran the tram rollers, and one of the train crew to give signals to the locomotive engineman by means of whistle signals from the stationary engine. There were 3 men on the tie cars throwing ties into the trams or chutes with "picaroons," one man on the tool car dropping off bolts and tie plates and two spike peddlers distributing spikes for each tie. The back gang consisted of two men lining, spacing and squaring any misplaced ties, taking off the bridles, and putting the tie-plates under the rails; 1 man picking up bridles and sending them to the front in a long narrow box over the tie trams; four or six gangs of spikers (each consisting of 2 spikers and a nipper), and finally two back bolters. This force would lay a pair of rails a minute, or sometimes a little better. It averaged 1,000 feet of track an hour; and always had to lay the four cars of steel, besides putting up and taking down the tramways or chutes before stoping for dinner. They would do the same in the afternoon. The night crew did the switching at noon, making up the material train for the afternoon, and at night brought up the loads required for the next day. Ordinarily camp cars and stock of material were within ten miles of the front. Ample motive power was necessary, so the train must be able to start quickly at each move. Two medium consolidated locomotives proved rather slow for handling the 14 loads on a grade of 22 per cent. No cars without air brakes should be loaded for the front.

The "machine," by which is meant the train equipped with the appliances already mentioned, would work on curves of 14 degrees, but not on a temporary curve of 22 degrees on which it was tried. Mr. Dennis considers that the new "tie distributer" will work when it is made stronger, and then by having two gangs of heelers the machine will lay twice the amount of track, and the train need never come to a full stop. It is possible with iron cars or rail cars to put on enough men to lay more tracks by hand than with the machine, but this is more expensive, and it is very difficult to regulate the expansion, as one strapper will steal from the next one, and the rails are dropped so carelessly for long stretches that the bolts can hardly be got in. The ganging and spiking be also done hurriedly to let the train come up, and under this system, generally speaking, the track is dropped down rather than laid.

MARCONI IN ENGLAND.

Adoption of Wireless Telegraphy by the British Admiralty.

From the London Chronicle.

It is not surprising that Mr. Marconi and his company should be elated at the decision of the admiralty to adopt their system of wireless telegraphy on British warships.

The installation has been ordered on thirty-two vessels, and not on twenty-five only, as was previously reported. The official test took place yesterday, and that it was fairly severe may be gathered from the fact that each apparatus has to be tried between Portsmouth and Portland, a distance of sixty-five miles. The severity of the trial is increased by the fact that the promontory on St. Alban's Head intervenes between these two points. The convenes officials anticipate that the government will not rest content with the present order, but that every man-of-war will in time be fitted with the system. They point out that the efficiency of a cruiser would be doubled by this means, since, instead of being aware of events in progress at a distance of twenty miles only, the officers by the employment of Marconi's apparatus would be kept in touch with their friends sixty miles away. This would be a very distinct gain in the scouting operations for which vessels in this class are primarily destined in time of war, and it is one, however, which appears to have already secured recognition from most European governments.

After the naval manoeuvres, Marconi's system of wireless telegraphy! If the recent operations of our fleet have had no other result, they will at least have given us the best, and apparently the only, available system of communication without wires. Mr. Marconi and his company are naturally jubilant at the decision of the admiralty, and a chat which one of our representatives had recently with Mr. H. W. Allen, the secretary of the Wireless Telegraph Company, was both interesting and instructive. After a pardonable expression of pride at the adoption of their system on British war vessels, Mr. Allen intimated that there never was any real rivalry between Marconi and Jackson, for the simple reason that they were very good friend, and Capt. Jackson was merely trying experiments with Marconi's invention. The admiralty, of course, encouraged Capt. Jackson, but there was no chance of doing anything without infringing the patent.

"Lots of people have attempted to vary our methods," added Mr. Allen, "and have failed. In fact, you cannot have wireless telegraphy without interfering with our rights. Directly you adopt a vertical and an earth wire you infringe on the Marconi system; you cannot get on without. No body ever thought about wireless telegraphy till Marconi took it up. There had been experiments with electrical oscillations, but until Marconi set up a laboratory it was not known how far they could be received. At first the longest distance was forty yards, but soon Marconi extended it to two or three miles, and was then able to transmit actual words. After this things rapidly developed, until now we can send a wireless message eighty-six miles. Three years ago the greatest feat was nine miles, but now we hope to double eighty-six miles in a very short time. It is obviously a great advantage for ships to be able to communicate with one another eighty-six miles apart, but it must be of still greater use to extend the distance to 150 miles. The limit of possibility in this direction is as unknown as discoveries in any other branch of electrical science.

"The admiralty seem to be on the right lines at last," continued Mr. Allen. "Our system cannot be beaten in any part of the world. The Italian navy long ago adopted wireless telegraphy on all their warships, and they also have land installations for communication between the forts around large cities."

"What exactly have our admiralty done?"

"They have ordered our installation on thirty-two British ships, not twenty-five, as reported. The official test took place yesterday. Each apparatus has to be tried between Portsmouth and Portland, a distance of about sixty-five miles, and this is a severe test in consequence of the intervening hills of St. Alban's Head. There is also talk about fixing the system on certain land stations for communication with warships. I see it has been stated that Mr. Marconi gets a royalty of £100 for each set, but the money, of course, goes to the company. This applies to a period of fourteen years, not fifteen years."

"How will the cost work out?"

"Practically, the expense will be comparatively little, as the admiralty's own men will do most of the work—the instruments have only to be placed in position and the wire connected. The actual cost of the instruments is about £200 each, the induction coil being the principal item."

"What about other navies?"

"I believe the French navy has been experimenting with our sytsem, and the Germans have been making tests on men-of-war and Atlantic liners. They have found it of great use between Borkum Lighthouse and the lightship, twenty miles away. Bremen tugs go to the lightship and information about the vessels they want for Bremen is sent to them there. They save themselves many miles by awaiting instructions in this way. We have received communications from this source, and the comical thing is that we have to pay the government fees for messages over our own system. From the lightship or lighthouse the telegrams come over the ordinary land wires. The Germans are very go-ahead in this respect. The Russian navy has been experimenting with the Popoff system."

"Has the war in South Africa woke up the government?"

"I cannot, of course, say, but the British warships in Delagoa Bay are provided with wireless telegraphy, the land installations in South Africa having been transferred to the navy. We do not expect that the government will stop at the present order for thirty-two installations, but to make the system really perfect every man-of-war must be fitted with it. The efficiency of a cruiser, for instance, would be doubled by this means, for instead of knowing what goes on twenty miles away, they may now, with Marconi's apparatus, be in touch sixty miles apart. In this way fewer cruisers will be necessary for a given area. Torpedo boats should not be overlooked. I think all craft of this sort are painted black, and in case of war it would be difficult to distinguish between friend and foe without some such sytsem. There is evidently a great future for wireless telegraphy in the navy."

Practical Christianity

A Socialistic Lecture Given Last Night by Rev. Elliott S. Rowe.

Talented Speaker Discourses on the Subject of "My Brother and I."

Rev. Elliott S. Rowe, pastor of the Metropolitan Methodist church, delivered an instructive lecture, entitled "My Brother and I," at A. O. U. W. hall last night, under the auspices of Spring Ridge Methodist church, which was listened to with much interest. Dr. Ernest Hall acted as chairman, and before the lecturer started his discourse, Mr. J. G. Brown sang a solo and the Metropolitan orchestra, under the leadership of Mr. Parfitt, contributed a short programme.

The lecture was mainly an exposition of the causes of trouble in the economical world and the application of Christianity to the same. There was though nothing in the discourse—as is often the case—of antagonism, no prejudice on either side. It was more the talk of the man than of the minister.

The reverened lecturer traced the course of competition from the days when our predecessors hit each other with stone things to the present day, when the masters of finance control the laborer and the world "contains thirty great peaks, on which sit as many plutocrats, from whom the masses at the foot of the peaks crave permission to live." He detailed how the giant came to the head of the age when the man who swung the heaviest club ruled his fellows; of how the best captain came to the top in the days of the feudal system; the age of the competition of skilled workers when the man who did the best and most work came forward; and of the days of the machine, when the organizer of labor was the man who came to the front; then of the later days of the rulers of finance—of the best operator in the money market—the plutocrats who sit at the head of the great trusts.

When a man sees a machine, said the speaker, he asks the maker what it is for, and so when a man wants to know what the universe is for he must also ask the maker. The answer would be that the universe was creater for the development of man and his happiness—that is, it the machine works well, but the results are not in harmony with the alleged design. The ideal condition would involve the necessity of having every man placed in that place where his particular faculties find the best and most useful profession, and in which there would exist in the mass of men a unity of purpose.

The lecture defined one of the evils of the industrial system to exist in the waste of energy by the misplacing of men; their imperfect preparation for the tasks and in being out of place. Another evil also touched upon was the disintregation of society by the grouping o ffthe classes around the opposite poles and walks of life, the distances between which were emphasized by the individual development and non-personal character of industrial relations. The average employer was now not an individual, but a joint stock corporation, and the man who employed him a stranger to those who labored for him. There was no human bond between employer and laborer. The present difficulties were augmented by the fact that education was broadcast among the workers and the aspirations were consequently higher, and yet the opportunities for responding to them not developed equally. In consequence there was discontent.

From the standpoint of the Christian it was clear that it was possible to so organize men as to have them in relations in which they can harmoniously do the world's work and at the same time accomplish their individual development and general good. Such an organization, however, can only exist where proof of individual action ceases to be self-interest and becomes self-sacrifice for the general good. That is the teachings of Christ.

This was the effect of the lecture, which was aptly embellished with poetic selections and extracts which were not without invent. That poem of John Hay's Beware, the famous American humorist, "The One Speech of William the Silent," dealing with the use of the egotistical personal pronoun, was a gem. The audience was a medium sized one, and from the frequency of the applause it is fair to take this as a criterion that it was well entertained.

A club on Christian socialistic lines is now being formed at the Metropolitan Methodist church. A meeting, at which Rev. Elliott S. Rowe presided, was held on Tuesday last, at which there was an attendance of seventy-five men, and it was then decided to form a men's Outlook Club, for the purpose of cultivating social intercourse and discussing questions of public interest, the ultimate purpose being the development of institutional church work. A committee was appointed to draft a resolution.

Victoria Clearing House.—The totals of the Victoria clearing house for the week ending October 2 were $589,070; balances, $160,878.

Roach—Bloomfield.—On Monday evening, at the residence of the bride's mother, 45 Queen's avenue, Miss Agnes Bloomfield, youngest daughter of Mrs. E. Bloomfield, was united in marriage to William G. Roach. Rev. Percival Jenns officiated.

A Collision.—A street car and express wagon are reported to have come n collision on Fort street, at the corner of Moss, yesterday afternoon, in which the wagon are reported to have come in col. The driver was thought to have been badly injured, but it was soon shown that his injuries were slight.

Clever Performance.—The performances at the Savoy this week are being closed by a unique and clever turn by William J. Mills, who gives a novel changing specialty, entitled "A Social Soiree." Mr. Mills' lightning changes are really clever and he depicts the various characters true to life.

The Water Supply.—For a time yesterday the water was shut off from the 16-inch main—the main supply pipe to the city—in order to allow of connections being made with the pump at the new pumping station at North Dairy farm. The machinery at the new pumping station will not be in working order for about three weeks.

Will Be Cleared.—Although at last reports there was a large amount of freight at White Horse, the steamship companies expect to get it all through to Dawson before navigation closes. All the steamers are towing scowloads down and it is thought the big steamers will make another round trip and the smaller ones continue running for another month.

Normal School.—Having made arrangements for the establishment of a Normal school at Vancouver, Superintendent Robinson has returned to the Capital. The institution will be under his superintendence for the present, and will be conducted by three male teachers. Three rooms in the Vancouver High school building will be set apart for it.

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