The Eruption Of Torijima

Whole Japanese Population of the Island Buried by Ashes.

Another Japanese Arsenal Suffers From an Explosion—Oriental News.

The steamer Hyogo Maru, which arrived at Yokohama on August 18, was near the Island of Torijima, the population of which were killed by a volcanic eruption a few days previously. Some place the population of the island at 80, and others at 179. All must have perished. Early on the morning of August 16, the captain of the Hyogo saw the eruption of a submarine volcano near Torijima, occasionally vomiting huge volumes of smoke. The steamer cautiously approached the island, taking soundings all the time and giving signal whistles announcing her arrival to the islanders. There was, however, no response on their part. Judging from the smoke which covered the summit of the island at that time, and the immense quantity of lava heaped up on the entire coast line, and also from the fact that some parts of the shore had greatly changed in shape, it was not difficult to conclude that another fearful eruption had previously taken place on the island, burying the entire population under the heap of ashes. The steamer left the island on the same day at noon. The biggest crater on Torijima is supposed to be in the centre of the island, not far from the place where the inhabitants had their dwellings. There are also a few more craters on the island actually emitting smoke and lava. The captain believes that all the inhabitants must have perished by this sad disaster, as almost the entire island is covered with ashes. He observed that the greatest height attained by the submarine eruption was about 650 feet above sea level, covering an area of about 1,000 feet, and with violent eruptions at intervals of 15 or 20 minutes, and many smaller ones at shorter intervals, seen from a distance of 30 miles. The water for about 25 miles south of Torijima was considerably discolored.

ARSENAL EXPLOSION.

During the present year three explosions occurred in Japanese arsenals, the latest on August 15, at the Osaka magazine, resulting in the destruction of the buildings and the injury of a number of the operatives. The houses in the adjoining villages were all more or less damaged.

RESTORING OF TIEN-TSIN.

Tokyo journals contain telegraphic accounts of the ceremony of restoring the civil government of Tien-tsin to China, which took place on August 15. There were many meetings and salutations, everybody treated everybody else with much courtesy, salutes were fired, champagne was drunk, and a banquet finished the proceedings. The various detachments of foreign troops, forming the garrison, German, English, French and Japanese, retired finally to the foreign settlement, each with bands playing and colors flying.

In the matter of evacuations and renditions, the next step will be the withdrawing of the foreign troops from Shanghai. There, however, the jealousies of the powers offer a troublesome barrier. No one wants to march out first. Germany is said to have stated that until all four states are absolutely agreed, there can be no serious talk of evacuation.

CHINESE TROUBLES.

The Japanese consul at Foochow reports, under date of July 30, that the disturbance resulting from the imposition of increased taxes to meet the calls on account of the indemnity, became so serious as to necessitate the employment of troops and in the end about a thousand persons were shot down. The people then became submissive, but the Taotai required them to pay a sum of 30,000 yen, namely, 10,000 by way of compensation for houses destroyed by them, and 20,000 to defray the expenses of the troops. The people plead inability to make such a payment, and the matter is not yet settled.

FORMOSAN REBELLION.

The rivers in the south of Formosa being in flood and communications being interrupted, a body of insurgents surrounded and attacked a Japanese camp to the south of Nanko. They were driven off, and then took up a position in a forest on a steep hill, where the ground is unfavorable for dislodging them. The two bodies remain facing each other. The insurgents have made several attacks upon the rear of the Japanese position, cutting the telegraphs and destroying baggage wagons. One soldier of the Land Transport corps and 19 natives were wounded. A squadron of cavalry and a company of artillery with four howitzers have been sent to the place.

RAIN AND FLOODS.

The heavy rains followed by floods have caused heavy loss of life and great damage to property in some of the districts of Japan. In Hiroshima 79 lost their lives and 29 were injured, while many houses were washed away and vessels wrecked. In Yamagushi 76 were drowned, 13 crushed to death, 11 washed away with their houses and 11 injured. Several thousand houses were inundated. In Seowo province 24 persons were drowned and 6 crushed to death.

Gen. Charlette, the United States commissioner of customs revision, has received instructions to return home, and also ordered to submit the document to the United States consulate at Shanghai.

Immense swarms of locusts have appeared between Kiangrin and Chinkiang, doing great harm to the rice fields.

Cholera continues to claim many victims along the Asiatic coast.

THE BABY GREBE.

A Beautiful Bird That Suffers to Help the Fashions.

From Outing.

When you see a woman with a band of white plumage almost invisibly tinted with blue and green and more strongly with golden brown ornamenting her hat, know that from one to six of these harmless, lovable, sweet voiced little grebes were stripped from chin to vent to supply it. And when you see that other woman wearing a cape the collar of which reaches above her ears and the skirt to her shoulders, and it seems to be made up of almost indiscernible sections the size of your hand, know that each section stands for the life of one of these charming little chatterers. The breast of the grebe is its curse. Its feathers are so tiny and fine as to be almost spineless, so thickly set they stand on end, and so delicately colored as to render adequate description impossible. Crested grebes are killed without mercy for this little patch of rare feathering, and the little marsh ones do not escape. There is no bird slaughter for plumage more wanton, unless it be that of the egret which takes the life of the brooding bird for a few beautiful feathers found on the shoulders only at nesting time and leaves the young to die as they may.

Mr. M. Hecht writes to us on this subject from Zurich: Your excellent stories about "Striking Resemblances," remind me of a story which, while perhaps less authentic, caps them all. Two brothers in Paris were remarkably alike. A gentleman meeting one of them on the boulevard, stops him, saying: "Pardon me, but is it you or your brother that I have the honor of speaking? "Sir," was the reply, "you are speaking to my brother."—Westminster Gazette.

PRESIDENT BAER'S REPORT.

Talks From Owner's Point of View on Coal Strike.

Philadelphia, Pa., Sept. 3.—President G. F. Baer, of the Reading company, and United States Senators Quay and Penrose, held a long conference this afternoon in the executive offices of the Reading company in this city, at which the anthracite coal miners strike was thoroughly discussed. As the conclusion of the conference President Baer issued a lengthy report to the two senators. Among other things he said:

I recognize that it is your duty as senators, representing the great State of Pennsylvania, to do whatever you can legitimately be done to end a strike that so seriously affects business, and brings so much suffering to the women and children of the coal regions. The newspaper story that I said the strike was a private affair, which did not concern the public, is a reckless fabrication.

"Now what I have said is, that the management of the business belongs to the owners. In the case of the coal companies, the law casts the management and control on the directors and officers, whose respnsibility is to their stockholders, to the state and to the public. The right of the stockholder is to have good management, and a fair return on his investment. The obligation to the state is to conduct the business so as to be in strict conformity to the law it has established, and in so far as practicable to conduct the business so as to aid the common welfare.

"The coal operators say they cannot mine coal because these miners make demands which render it impossible to mine profitably and that the state has enacted laws prohibiting the employment of men in the mines unless they have worked two years in anthracite mines, and therefore they cannot for a time mine coal. How then, under the circumstances, can there be any violation of public policy. If we yield to the extravagant demands of the miners, we will lose money. If we attempt to increase the price of coal we will destroy the industries depending on anthracite fuel."

OBSERVANCE OF THE SABBATH

Address Last Evening By Rev. Mr. Shearer of Lord's Day Alliance.

There was but a very poor attendance in Labor Hall yesterday evening on the occasion of the address of the Rev. W. G. Shearer, in the interests of the Lord's Day Alliance.

Senator Macdonald occupied the chair, and Mr. Shearer delivered some very interesting remarks upon the subject of "Labor, Liberty and the Lord's Day." He claimed that the laborers had a peculiar interest in wishing to have the Lord's Day observed. One day in seven was imperatively required as a period of rest from toil. It had, the speaker declared, been absolutely proven that human vitality demanded one day's rest in seven days, in order to preserve its equilibrium. There were other considerations why the working man should preserve the rest day in its entirety, and on this point Rev. Mr. Shearer presented some very elaborate arguments calculated to appeal to the minds of workingmen. The average man in the long run only received six days' pay for seven days' work. The Lord's Day Alliance was organized for the purpose of defending the day from attacks by those who were desirous of making it entirely secular. The Sabbath was a national institution; but the alliance believed in only using educational forces in having the day observed. But when it came to having the day observed civily, the alliance believed that the people should be protected in the full enjoyment of the day. The alliance believed in arranging for the day as a rest day as the law of the land. The workingmen recognized that in the alliance they had a powerful ally in helping them to accomplish their best aims.

Among those who were present in the very small audience were Revs. Dr. Campbell and W. Leslie Clay. The latter, at the close of Mr. Shearer's address, spoke briefly, approving of the movement, which aimed at the preservation of the Day of Rest to all classes in the community. Mr. Clay welcomed the news conveyed to the meeting by Mr. Shearer, that public opinion throughout the province was in favor of the aims and aspirations of the workers in the Lord's Day Alliance movement.

Dr. Campbell and others in the audience questioned the lecturer of the evening on several points, and the discussion which ensued was very entertaining and instructive. Rev. Mr. Shearer and those present regretted extremely that there was not a larger audience.

Mr. Shearer leaves for the Mainland this morning, lecturing in New Westminster this evening.

AUSTRALIAN VISITOR.

Hon. Mr. Harper, Member of Australian Commonwealth, in the City.

The Hon. Mr. Harper, member of the federal parliament of Australia, was entertained by the Hon. W. C. Wells at the Union Club. Mr. Harper leaves here for San Francisco on Saturday, after a short visit here. Asked in regard to his visit to British Columbia, he expressed himself as having not only enjoyed his visit very much, but he has received the most desirable opportunities of acquainting himself with the most prominent features of the province. The attractions of Victoria have evidently taken possession of Mr. Harper, judging from his long stay in the city. Speaking of the railway problem peculiar to Australia, he said there could be little question as to the comparative merits of our own system, that is to say, unless the entire railway facilities can be owned and operated by the federal authorities, it would be unwise to attempt anything approaching government ownership. In framing the commonwealth constitution, provincial or state rights have been rigidly guarded, still preserving to each province the ownership of its railway systems.

A peculiar feature is, in fact, that the commonwealth has not assumed either the provincial railways or their liabilities, but Mr. Harper is firm in the belief that a comparatively short time will prove the necessity of the federal authorities asuming the entire railway systems, as well as the liabilities of the respective provinces. The relations of our provinces to the Dominion government in this respect has served as an object lesson which Australia will no doubt in time realize as the best solution of their financial relations.

THE COWICHAN VALLEY.

An Easy Country Through Which to Build a Railway.

Speaking of the proposed exploratory survey of the Cowichan Valley for the purpose of ascertaining the feasibility of railway construction to Barkley Sound and Alberni, a well known resident of Duncans, who was in town yesterday, told the Colonist that there would be no difficulty in building from Duncans to the upper end of Cowichan lake. There is a natural grade along the lake shore, and only about 250 yards of rock work would be necessary to pierce a ridge which stands near the west end of the lake. From there to the Sound, he said, the country is more broken but from all he has learned from prospectors and timber cruisers there are no serious difficulties.

If you want a croquet or tennis set, M. W. Waitt can satisfy you at greatly reduced prices, as they are clearing them out.

U. S. President In Accident

His Coach Smashed by an Electric Car and Occupants Injured.

Mr. Roosevelt Badly Bruised and one of His Guards Killed.

Pittsfield, Mass., Sept. 3.—President Roosevelt, on this last day of his tour of New England, narrowly escaped death or serious injury in an accident near this city, in which one of his body guards, Secret Service Agent Wm. Craig, was killed outright, and D. J. Pratt, the driver of the coach occupied by President Roosevelt, Governor Crane and Secretary Cortelyou sustained serious injuries.

The coach, which was a large tally-ho vehicle, was struck by an electric car on the Pittsburg & Lennox Street railway at about 9:30 o'clock in the forenoon. The accident happened at a point about a mile and a half from this city, near the Pittsfield County Club house, while the President and his party were enjoying a coaching ride from Dalton, Governor Crane's home, where the President spent the night, to Lennox, a distance of about 20 miles over the Berkshire hills. The car was in charge of Conductor James Kelly, with Motorman Luke J. Madden on the front platform.

The car struck the coach in the rear and smashed in the back of the vehicle, tipping it over and throwing its occupants to the ground. The car was not badly damaged. Motorman Madden and Conductor Kelly were at once arrested and brought to Pittsfield. Pratt, the driver of the coach, was also brought here and placed in the Pittsfield hospital.

The President, who in falling from the coach, sustained only slight bruises and a few scratches, and Secretary Geo. B. Cortelyou, who suffered in a manner similar to the President, with the exception that he was cut on the head, with the other members of the party, went to the Country Club nearby, where their wounds were dressed.

In a short time they proceeded to the Curtis hotel at Lennox, arriving there at 11 o'clock. The President's programme today included a journey through Connecticut, a stop at Lennox and Stockbridge and Great Barington in Massachusetts, and at New Milford and at Bridgeport, in Connecticut. At Bridgeport the Sylph was to meet him and take him back to Oyster Bay. The accident, however, probably will cause a change in the intermediate stops from Lennox to Bridgeport, the President proceeding directly there and at once embarking on the Sylph for Oyster Bay.

A witness of the accident stated that the motorman was speeding his car in order to reach the club. The President, Governor Crane and Secretary Cortelyou were piled up in a heap. The awe-stricken crowd which witnessed the accident rushed to the President's carriage but with no expectation that he would be found alive. The President was cut on the right side of his chin and his face is swollen. He is also suffering from severe bruises. The President retained his complete composure, although he was solicitious for the rest of those in the carriage. The excitement was intense, and rumors flew thick and fast that the President had been killed.

After remaining at the scene for an hour, the President determined to continue his journey to Stockbridge, where his train was lying on a siding. He arrived at Lennox shortly after 11 o'clock, but sent a courier ahead requesting the people to refrain from cheering. After a brief stop here he was driven to the train. In the carriage next the President's when the accident happened was Dr. G. A. Lung, of the navy, who accompanied the party for just such emergencies as this. He was promptly on hand to render assistance to them, but the President was disinclined to receive medical attention, saying he was but slightly hurt.

The trolley which struck the President's carriage came up at a terrific speed. The carriage was struck as it was crossing the tracks diagonally. Craig, while standing up in the effort to warn the trolley car back, was knocked from the box to the track, and the car passed over him, killing him instantly. The carriage was knocked to one side and wrecked. The President was thrown out and the wreck of the carriage fell against him. He was picked up bleeding from a cut on the right cheek, but he was able to get on his feet at once. Secretary Cortelyou was unconscious when picked up. He was badly hurt on the back of the head and cut on the face, but soon recovered enough to ask for the President. Governor Crane was badly bruised. Representative Lawrence was the least hurt of any of the party in the President's carriage. The driver of the carriage was very badly hurt.

THE WORLD'S NAVIES.

How Great Britain Compares With the European Fleets.

A parliamentary paper issued recently, gives details of the ships built and building for the various navies of the world. The following is a summary of the lists.

VESSELS BUILT.

Britain—Battleships, 52; coast defence, 4; cruisers, 126; torpedo vessels, 34; torpedo boat destroyers, 108; torpedo boats, 4.

France—Battleships, 28; coast defence, 15; cruisers, 46; torpedo vessels, 15; torpedo boat destroyers, 10; torpedo boats, 5; submarines, 12.

Russia—Battleships, 18; coast defence, 14; cruisers, 21; torpedo vessels, 17; torpedo boat destroyers, 27; torpedo boats, 4.

Germany—Battleships, 25; coast defence, 11; cruisers, 38; torpedo vessels, 2; torpedo boat destroyers, 3; torpedo boats, 3.

Italy—Battleships, 17; cruisers, 21; torpedo vessels, 14; torpedo boat destroyers, 9; torpedo boats, 3; submarines, 1.

United States—Battleships, 10; coast defence, 12; cruisers, 22; torpedo boat destroyers, 2; torpedo boats, 5; submarines, 1.

Japan—Battleships, 7; coast defence, 2; cruisers, 33; torpedo vessels, 1; torpedo boat destroyers, 14; torpedo boats, 3.

VESSELS BUILDING.

Britain—Battleships, 15; cruisers, 37; torpedo boat destroyers, 23; torpedo boats, 3; submarines, 9.

France—Battleships, 8; cruisers, 18; torpedo boat destroyers, 24; torpedo boats, 2; submarines, 27.

Russia—Battleships, 8; cruisers, 12; torpedo boat destroyers, 27; torpedo boats, 1; submarines, 1.

Germany—Battleships, 9; cruisers, 11; torpedo boat destroyers, 2.

Italy—Battleships, 7; cruisers, 1; torpedo boat destroyers, 6; torpedo boats, 1; submarines, 1.

United States—Battleships, 8; coast defence 4; cruisers, 15; torpedo boat destroyers, 18; torpedo boats, 1; submarines, 7.

Japan—Cruisers, 2; torpedo boat destroyers, 5; torpedo boats, 2.

KING'S DAUGHTERS.

Annual Convention Brought to a Close—Consecration Meeting.

The annual convention of the King's Daughters was brought to a close last evening with a consecration service, conducted by Mrs. Davis, the traveling secretary, in the lecture room of St. Andrew's Presbyterian church.

In the morning the nomination of officers and executive committee took place, and Mrs. Davis instructed the members as to balloting. During the afternoon session Mrs. Davis delivered another of her interesting addresses, and the consecration meeting brought the convention to a close.

Today Mrs. Davis will visit the circles at Metchosin and in the afternoon address a meeting in the school house.

A children's meeting will be held at 4:30 on Sunday afternoon in the lecture room of St. Andrew's church.

CANADIAN FOOTBALL TEAM.

Chances For Successful Tour in England.

Referring to the proposed visit to England of a Canadian football team, the Montreal Star says:

"Considerable talk has been indulged in by footballers, both in Montreal and other Canadian centres of the game, about the selection of the team that is to go to Great Britain, and show the players over there what Canadian boys know about the game of rugby. From items published, in which names of some former English athletes, now living in Canada were mentioned as likely to go on the trip, the impression has gone abroad that only Canadian footballers who had lived in England would be asked to go. This is not so, however. It is the intention of Mr. McClure, and Dr. Clifford Jack, who have the plan in charge, to send a team that will be essentially representative of Canada.

They smile at the charge which has been made that the entire trip was gotten up with the idea of giving English footballers, now living in Canada, an opportunity of having a cheap trip to their old haunts.

No such a thing was in their minds, and nothing was further from their thoughts.

To secure a good representative team, they have decided to issue an invitation to all the rugby football clubs in the Dominion, asking them for a list of the men who will be able to go, together with their record and their qualifications, how much they know about the English game, and how much time they can give previous to the trip to practising the English method of play.

From the returns received, the necessary selection will be made.

That the trip will be a success cannot be doubted, judging from the large number of applications from British clubs for matches.

These are still coming in, and it will be some time before the gentlemen in charge of the trip will able to arrange a proper schedule on that account.

FRUIT INDUSTRY OF PROVINCE

R. M. Palmer Tells Winnipegger Something About B. C.'s Resources

The Winnipeg Commercial contains the following interview with Mr. R. M. Palmer:

R. M. Palmer, fruit commissioner and freight rate commissioner of British Columbia, was busy early this week superintending the arrangements for the exhibit of British Columbia fruit at the Western Horticultural exhibition. The stage of the Auditorium rink was assigned to British Columbia.

Mr. Palmer says that everything in the line of fruit is good in British Columbia this season, the yield will be about five times as much as we had last year, and we could market fully five times as much as we have for export.

I cannot say at present whether we shall ship to Winnipeg this year, it depends entirely on the consumption of the Northwest Territories. The present outlook is that that trade will more than absorb all we have to supply, particularly in the matter of apples.

We had a fine market in the Territories last season and the increase of population since then has of course extended it.

The crop of peaches has been especially fine this year. Of course the acreage at present in peach orchards is small, but it is rapidly increasing in the Southern Okanagan district, and also in the Similkameen Valley, which is admirably adapted for peach culture, but which is not as yet accessible by rail, but we hope it will be in the very near future.

We shipped a large quantity of strawberries to the Northwest this season, but I do not think any came east of Moose Jaw. We found almost too ready a sale for them, as buyers would take anything called a strawberry, and this is apt to make careless growers. However, we trust by another season that we will have larger quantities to ship and that buyers will show more discrimination. We have several small valleys in British Columbia that seem to reproduce identically the same conditions as prevail in the famous Hood River and in some of these men are already experimenting with Clarke's seedlings, the variety of berry so successfully grown in Hood River. It is difficult to make people believe how profitable the raising of fruit on even small allotments can be made. Some idea may be gathered from the fact, personally known to me, that one man sold $1,000 from one and one-quarter acres of ground.

We are following the plan of last year and sending an expert through the province to give instruction in the proper methods of packing according to the California standards. One difficulty we labor under this year is shortage of help. The fruit comes in with a rush, and it is very difficult to get a sufficient number of pickers and packers.

Asked as to the outlook for butter in British Columbia, Mr. Palmer said: "A great deal of Dominion government N. W. creamery butter is going on the British Columbia market, chiefly for the Northern and mining camp trade, and I understood from Mr. Marker, dairy superintendent at Calgary, that prices had been very satisfactory. Our own output of butter has greatly increased this season, several new creameries having been erected, and the season has been longer, the pasturage having remained green and lush right through the summer, which is unusual. The price cutting among local creameries that was so disastrous to trade in the spring arose from a desire on the part of the verious creameries to capture the Victoria market. The three creameries on the Island have practically captured their home market, and I do not think it will happen again. But our local made will undoubtedly increase and, of course, fresh made brick creamery will always command first place for local consumption.

SEIZE MUNITIONS.

Firminist Gunboat Boards a German Steamer.

Cape Haytien, Hayti, Sept. 3.—The German steamer Marko Mannia, having on board arms and ammunition sent by the provincial government to Cape Haytien, was stopped yesterday by the Firminist gunboat Orete ah Pierrot at the entrance to this harbor, and an armed force sent on board the steamer, took possession of the war munitions in spite of the protestations of her captain and the German consul. The French cruiser Dassas arrived here this morning.

WILD CROATIANS.

Plunder Shops and Raise Havoc in Agram.

Agram, Hungary, Sept. 3.—Early this morning mobs plundered Servian shops, piled their stocks in the streets, and set fire to them. Captain Vitas was dragged into the street and terribly beaten. Many rioters have been arrested, including a number of women, and two newspaper men charged with inciting to violence. Troops are occupying the streets.

METHODIST CONFERENCE.

Winnipeg, Sept. 3.—(Special.)—Five hundred delegates are here to attend the opening of the Methodist general conference tomorrow.

W. W. B. McInnes, M.P.P., Nanaimo, is a guest of the Vernon. Mr. McInnes will assist in entertaining the British editorial party on their visit to the mines of Vancouver Island.

Important Discovery

Prospectors Make Big Find on North Fork of Kettle River.

Wonderful Values In Silver and Copper—Excitement at Grand Forks.

Grand Forks, Sept. 3.—A phenomenally rich strike has just been made in a newly-discovered mineral region of wide extent, situated at the headwaters of the north fork of Kettle river, 90 miles north of Grand Forks, and about 30 miles north of the bituminous coal fields.

Frank Fritz and C. W. Harrigan, two local prospectors, have staked four claims and hastened to record their locations. They report that they found a ledge of galena and grey copper, averaging from 10 inches to 3 feet in width and traceable on the surface for 600 feet. Surface specimens assayed at the Granby smelter, gave values of 590 ounces of silver and 15 per cent. copper, and 550 ounces silver and 10 per cent. copper per ton, respectively. They have named the new district Thunder Hill camp and report that they passed over many inferior-looking ledges. Many prospectors are preparing to go in this week. The trail ends at the coal fields. The camp is situated within two miles of the source of the north fork.

SIMILKAMEEN COAL.

Smelter Manager Impressed With Quality of the Deposits.

Paul Johnson, manager of the Greenwood smelter, recently looked into the matter of Similkameen and Nicola coal fields, and through reports from experts and by the careful examination of samples from the coal measures, he was convinced that in Similkameen and Nicola can be found coal that for blacksmith and steam purposes is superior to either the Crow's Nest or Vancouver Island coal. He was particularly impressed with samples taken from the measures of the Nicola Valley Iron & Coal company limited. This company has five seams ranging from five feet to eleven feet in width. It is apparently good bituminous coal, an average assay giving the following returns:

	Per cent.
Fixed carbon	58.41
Volatile carbonaceous matter	34.27
Moisture	2.18
Ash	5.14
Sulphur	none
Coke (firm and hard)	63.53

The Nicola coal fields are situated about equal distance from the Coast and the Boundary. The distance to Greenwood by the V. V. & E. will not be more than 140 miles, or less than one-half the distance from the Crow's Nest Pass. As soon as this road is built coke can be landed at the local smelters at a rate of from $3 to $4 a ton and coal from $2 to $3.

The Tulameen Coal company has also some promising coal measures. On their property are three seams, 6, 16 and 20 feet in thickness. An assay gives:

	Per cent.
Moisture	4.62
Volatile combustible	41.16
Fixed carbon	49.04
Ash	5.18
Coke	52.22

CENTENARY OF TROUSERS.

Who Was It Invented What D'ye Call 'ems?

From Mail-Empire.

It has just been discovered that a serious omission has been made by the historians. The world is called upon this year to celebrate the centenary of trousers, an institution which, curiously enough, was as abhorrent to our forefathers as it is popular today. Recognizing, as we are glad to do, every step made in advance by the race, and being anxious to give honor to whom honor is due, a diligent search has been made in the public records for the man to whom we owe the manifold blessings of trousers. But, though the subject has engaged the attention of the leading newspapers in the old and the new world, not one ray of light has been thrown upon the identity of this great benefactor. In this crisis it becomes necessary to investigate the subject, determine the balance of probability, and trace from the circumstances, after the manner of Sherlock Holmes, the individual of whom a grateful world is in quest.

We have to admit at the outset that the indispensable garment was known in France before it made its appearance in England, and fastened itself upon our ancestors. But the French, however, successful they have been in the inauguration of fashions for ladies, have never been able to lead the styles for men. It has for years been a well recognized fact among the costumers that men's styles that do not come from London are not worth considering. This circumstance precludes the theory of the French origin of trousers, and enables the Anglo-Saxon world to claim for its great metropolis the innovation that has done more to establish equality, and to prevent humbug than any other device of man. Before the reign of trousers gouty men were able to boast in a more but impressive way of their achievements at the table, while those whose supports appeared to be inadequate for the strain upon them resorted to all sorts of artificial means of giving them a more substantial look. Padded extremities were not uncommon, and humbug stalked unblushingly throughout the land. All this was at one strike removed by the masterly invention. The authorities agree that it is to George IV. that we owe the general adoption of trousers. When, as Prince of Wales, he was leading the fashion in England, he saw with a statesmanlike instinct the advantages of the new garment. Previous to that it had, it is true, been worn, as a protest against the dictates of fashion. When the Fourth George consented to veil the beauty and symmetry of his extremities, then almost at a bound trousers commanded the first place in public favor. If the people hesitated at first to honor them as fully as the Prince believed they deserved, the determined attitude of the Duke of Wellington, who suffered expulsion from a fashionable club rather than be disloyal to the new style, bore down all resistance. Thenceforward the onward march of trousers was unimpeded until in this enlightened age we concede them a place that no other garment can supply.

In view of these admitted facts, anyone can see with half an eye that, as often happens, trousers took the surname of their inventor. However, the odds are heavy that his given name was George, seeing that there had been so many Kings thus designated. It was evidently in this wise that he hit on the happy idea: To advertise his business, he announced that he could make nether garments that one could wear longer than those made by any others in the trade. This he did, and in revenge the spiteful rivals named them after him. This happily solves a very perplexing problem, and enables the world to determine that one George Trousers was really the wizard of a century ago. As no such name appears in any ancient directory of Paris, it follows that London must have been his residence. With these difficulties out of the way, the centenary of trousers may go on merrily, and we may hope that all who participate in it will live long to enjoy them in health and comfort.

The highest mountains in the world next to the Himalayas are the Andes of South America.

INTERNATIONAL MINING CONGRESS.

Large Attendance and Many Valuable Papers Read.

Butte, Mont, Sept. 3.—Increased interest was shown by the delegates to the mining congress today, and the attendance was more than double when the session was called to order. Committees on credentials and permanent organization were appointed, and will render their reports at the morning session tomorrow. An interesting feature of the programme today was the address and original recitation of Capt. Jack Crawford, the veteran scout.

In all there were five addresses given to the mining congress today: W. H. Frazer, of Mullin, Idaho; Waldemar Lindgren, of the United States geological survey; Charles M. Reeves, of the mining department of the Louisiana Purchase Exposition; Ernest Dale Owen, of Chicago, and Mrs. Ella Knowles Haskell, of Butte.

Mr. Lindgren, after carefully tracing the formation of the gold-bearing veins, submitted many figures showing the output of the yellow metal of North America. From the time of the discovery up to 1900 the United States have produced $2,300,000,000 of gold; Mexico at least $181,000,000, and probably twice as much, and British America $142,000,000.

The most important gold belt of North America is that stretching along the Pacific coast. Throughout this immense stretch of country gold veins are accompanied by great development of the placers, and by far the most of the yellow metal has been obtained from the placers. California has yielded from this belt $1,300,000,000; Oregon, $55,000,000; British Columbia and Northwest Territory, $120,000,000; and Alaska, $31,000,000. During 1900 the belt yielded $50,000,000. If no further discoveries are made in this region it is the belief that this figure will rapidly decrease. California's output will doubtless be maintained at the present figure for many years to come. It is believed that increased quartz mining will in some measure compensate for the loss in the gold production.

ESSAYS ON NAVAL SUBJECTS

B. C Branch of Navy League Offers Prizes For Competition.

The British Columbia Branch of the Navy League has issued the following circular, with the object of cultivating in the youth of the country an interest in the "first line of defence" of the Empire. A literary and prize fund has been opened, and although substantial donations have already been promised, the field to be covered is so large, and the expenses correspondingly heavy that it has been decided to issue an appeal to all who are believed to be in sympathy with the objects of the League to assist by contributing towards the necessary disbursements. Donations of whatever amount will be gratefully acknowledged:

"The Navy, whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend."—Preamble to the Naval Discipline Act.

THE NAVY LEAGUE.
British Columbia Branch.

34 Government Street, Victoria, B. C., August 20th, 1902.

Notice is hereby given that the British Columbia branch of the Navy League offers the undermentioned prizes for the best essays on the following subjects:

Class A.—Open to all residents in the province, male or female, under the age of 21 years. Subject: "The British Navy in British Columbia Waters." First prize, a gold medal and one half the net proceeds resulting from the sales of the essay within one year from publication thereof. Second prize, a silver medal.

Class B.—Open to all children, male or female, under the age of seventeen years attending any school in the province. Subject: "Vancouver and His Work in British Columbia." First prize, a silver medal and the sum of $10 in cash. Second prize, books to the value of $7. Third prize, books to the value of $3.

The following rules governing the competition must be strictly adhered to:

1. The essay must not exceed 7,500 words in class A and 2,500 words in class B.

2. They must be the sole work of the competitor; be legibly written on one side of the paper only; and be in the hands of the Hon. Secretary of the League at Victoria before the 1st day of February, 1903.

3. No name or mark must be attached to the essay by which the writer can be known, but some distinctive motto is to be written thereon, and a duplicate of the chosen motto is to be sent to the President of the League at Victoria marked on the outside of a sealed envelope, within which envelope is to be given the name, address and date of birth of the competitor. These envelopes will not be opened till after the decision of the committee has been arrived at. The prizes will be distributed at the annual meeting of the League in April.

4. Ages will be reckoned as they will be on the closing day of the competition, 31st January, 1903.

5. No essay will be published unless, in the opinion of the committee, it is of sufficient merit to warrant it.

ARCHER MARTIN, President.
JOSEPH PEIRSON, Hon. Secretary.

THE REGIMENTAL BALL.

Preparations Made to Re-organize for Annual Ball This Season.

The members of the Fifth Regiment have recently taken steps with a view to re-organizing the annual ball which was allowed to go in default last year, a preliminary meeting of representatives from the various companies having discussed the matter, and decided on a scheme which will result in one of the most brilliant and enjoyable entertainments that has ever been given in Victoria, if it is endorsed by the various company associations.

Only those members of the regiment who have put in their full drills the previous year will be entitled to free tickets, which will include two ladies; and invitations will be strictly limited to wearers of the King's uniform, though tickets can be purchased by those desiring to do so. The ball will be held in the Drill Hall early in December, as heretofore, where a floor will be laid for the occasion, and as practically all the male sex will be in uniform, it is safe to say the scene will be a more brilliant one than any other of the kind in the course of the year.

MUCH NOISE, LITTLE LOSS.

Three Alarms But Only Two Fires Resulting in Small Damage.

An alarm of fire was rung in from box 4 at 2:30 o'clock yesterday morning, the cause being a blaze at the residence of Mr. Rochmussen on Beacon street, just off Beacon Hill. After a couple of hours work the James Bay hall and the chemical succeeded in extinguishing the blaze, but not until about $600 damage had been done to the building. Hot ashes are supposed to have been the primary cause of the fire, they having been deposited in such a position as to set fire to the dry grass which in turn set the building alight. The building was insured for $2,000, and the furniture for $500.

A second alarm was rung in at 4:30 a. m. this time from box 56, the Oakland, at the other end of town, and the men and horses who had just returned from the fire at Beacon Hill posted hot haste out to the Cedar Hill road, only to find that it was a false alarm they had answered.

In the afternoon a grass fire in front of the South Park school required the attention of the brigade, as the "incipient" blaze threatened to become dangerous. A small boy and a cigarette are held responsible for this call on Chief Watson's men.

Ladies' fall and winter costumes and costumes for children in the latest designs, are being advertised by C. C. Russell, Douglas street.

Tees Sails For the North

Carries a Good Cargo and Will Bring Back a Load of Salmon.

Trying Experience of Crew of a Burning Bark in South Seas.

(From Friday's Daily.)

The only departure yesterday outside of the regular ferry steamers, was the C. P. N. company's steamer Tees, Capt. Hughes, which sailed for Northern British Columbia ports last night. She took North a fairly large cargo of general merchandise, consigned to all points along the Northern Coast. Her passengers from Victoria included: Messrs. R. Drainey, A. P. Coleman, Dr. N. Allison, J. Leahy, W. A. Robertson, J. Robertson and Mrs. Sargent. At Vancouver today she will load more freight and embark a number of passengers. On her return trip the Tees will bring down a full cargo of salmon from the various canneries for shipment East, and to load into the London-bound ships of the salmon fleet, two of which will be on the river loading next week.

LAST OF TILLICUM.

Carriers Appealing Against Davidson Allowing Capt. Voss Damages.

The last has not been heard, says the Melbourne Argus of the stout little yacht the Tillikum, which while on a voyage round the world was wrecked in the process of being lifted on to a trolley at the exhibition in Melbourne. The craft lately obtained notoriety other than that of successfully combating the long stretch of ocean between Australia and British Columbia. Captain J. C. Voss and two others were awarded £200 damages and costs by Judge Chomley in the County court for injuries the vessel sustained while being removed from the exhibition building in April. The defendants, Messrs. Thomas Warr & Co., carriers, are now appealing to the Full Court against the verdict, and have lodged the amount of the damages and costs. The grounds of the appeal are numerous, among them being those of the wrongful admission of evidence, that the verdict was against the evidence and the weight of evidence, and misdirections by the judge on several points.

PING SUEY ACCIDENT.

All the Damage to the Steamer Was Above the Waterline.

The China Steam Navigation company's vessel, the Ping Suey, arrived at Kobe on the 14th inst., reports the Kobe Chronicle, very plainly bearing the marks of her accident at Moji. These consist of a large hole in the stern on the port side, about eight feet by six. Here the iron plates and uprights have been bent and twisted in an extraordinary manner when it is considered that the vessel was only drifting at the rate of about six miles an hour, and against a stationary, though not immovable object. Fortunately, this hole is some 15 feet above the water-line, and just now part of the crew, who are lodged in the stern, have very pleasant, and well-ventilated quarters. On deck the damage is seen in a smashed dinghy, while the taffrails are also broken.

The Ping Suey drifted stern on to the Benlarig and struck on the latter's bow, and besides receiving the above-mentioned damage, the cable of the other vessel got foul of her screw, but no injury was done, as the screw, it appears, had stopped working. An official assurance that all the damage was above the water-line disposed of rumors that the screw was broken. Repairs will probably be affected at Kobe.

BIRD DOGS.

Some of the Almost-Human Work They Do.

From Outing.

Roading denotes that a dog is following a trail toward the birds by their footscent, as a man, in an analogous manner might follow a flock of sheep by watching their tracks. Drawing denotes that a dog is approaching birds by the scent in the air as a man might follow a flock of sheep by the line of dust hovering over and around the trail. Drawing is considered a much superior manner to roading. It is commonly marked by greater accuracy, quickness of execution, and dash of manner. Pointing is the stop which the dog makes when he has definitely located the birds, or when he thinks he has done so. It is the preliminary pause to accurately determine the whereabouts of the hidden birds before he springs to capture. If he misjudges and springs in the wrong direction, all his pains and labor come to nothing. In his training he is encouraged to point, but is prohibited springing, so that after a time he makes his point and holds it correctly. If by any act, willful or otherwise, he alarms the birds and they take wing, it is called a flush. If the dog, when going up wind on game, flushes the birds, he commits an error; if under certain circumstances he flushes when going down wind the error may be excused on the ground that being up wind of them it was impossible to scent them and therefore impossible to know of their presence.

MILL GONE.

No Insurance of Plant Burned at Burford.

Burford, Ont., Sept. 4.—Barker's lumber mill has been destroyed by fire; loss $8,000 and no insurance.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

Dose 1 Pill. GENUINE MUST HAVE SIGNATURE. Purely Vegetable. Brent Good

CURE SICK H