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An Improved Signal Service

Said That Efforts Will be Made to Secure Wireless Telegraph System.

Breaking of Davit Throws the Quadra's Steam Launch Into the Harbor.

It is not unlikely that an attempt will be made in the near future to influence the Dominion government to instal a wireless telegraph station on some prominent point near Victoria to connect with incoming liners upon which apparatus for wireless telegraphy will be installed. The cost of such a station is not great, and officials of the C. P. R. are understood to have offered to have the system installed on their three Empress liners if the Dominion government will instal a station to connect with the liners, which would not only report the incoming vessels better than any outlook station could, but would also take any urgent messages from them.

The apparatus for wireless telegraphy would consist of a powerful induction coil, which would send sparks from the end of a high mast, these sparks, when discharged from the mast, starting certain waves of electricity in circulation through the air, which are caught by the mast on the incoming vessel, connecting with the induction coil. At each of the stations, whether on the land or on the ship, a local circuit is made similarly to that in the usual telegraph office, with the difference that part of the circuit is a piece of glass tube containing small silver filings. There is a heavy resistance in the silver filings, which is unlike the ordinary conductor, and when the incoming electrical wave from the mast of the wireless telegraph station strikes the receiving conductor, it has the effect of solidifying or cohering these filings of silver, thereby decreasing the resistance sufficiently to allow the local battery to magnetize the sounder, so that an automatic hammer gives a tap on the glass tube containing the silver filings and again loosens them from the coherence given them by the incoming electrical waves. This opens the sounder again and leaves it ready to receive another signal.

As the operator is unable to break, as in the wire telegraphy, and ascertain whether the receiving operator is "getting it," and the message must be sent before the apparatus can be thrown open to receive an answer, very lengthy messages will not be sent, at least, not until the system of wireless telegraphy is in a more advanced state. The system, if installed here, and it is generally considered that it will be, will need the services of an expert at first, but a local man could easily be "broken in" to operate the service, and on the liners, the assistant pursers would have to take a course in telegraphy and learn to become operators of the apparatus on the vessels.

THE DAVIT BROKE.

Steam Launch of the Quadra Went Down in the Harbor.

There was a slight accident on the Dominion government steamer Quadra yesterday afternoon, which, although the damage caused was not serious, almost caused the death of one of the steamer's crew, an able seaman, named Rudd. The steam launch of the government vessel was lying alongside the Quadra, and orders having been given to hoist the launch on board, Rudd was standing in the steam launch, and after fastening the tackle falling from the davits he was taking part in the work of hoisting the launch up to its position on the steamer's upper deck. The launch had cleared the water, and was being lifted up, when suddenly the after davit broke, and the launch was at once precipitated into the harbor, foundering by the after end, the forward end being held by the tackle of the forward davit which remained intact. Rudd, who was thrown into the water, narrowly escaped being struck by the heavy iron davit, which fell from the upper deck on to the launch after breaking. The davit touched his hair as it fell, but fortunately for the seaman, it did not strike him. As the launch went down in the water and canting as it did, it threw him into the harbor, but he emerged from the water in a moment little worse for his adventure, and clambered up on a small boat which was tied nearby. The launch was then hauled out of the water by the steamer's winches, and after being bailed out was hoisted on board, little worse for the accident.

The breaking of the davit was, it could easily be seen, due to defective welding. It seems that when the Liberal government went into power, the iron works who did the repair work on the government steamer were changed, an iron worker who had a steam hammer and other requisite apparatus to do the work being replaced by another who had not the necessary steam hammer that such work as welding davits required, and the weld made on the davit in question was not as it should have been, for it was where the weld was made, that the davit broke, and the broken ends were mute evidence of the reason of the break.

AN AMATEUR CREW.

Prominent Shipping Men and Others Ship Before the Mast.

Capt. Balch, of the ship John A. Briggs, whose troubles in the Royal Roads when the police took off some shanghaied sailors some years ago, caused the ship to be remembered here, has beaten the Sailors' Union, which has been endeavoring to stop the vessel from sailing. The John A. Briggs passed out to sea yesterday with her cargo of coal, which was loaded at Tacoma five or six weeks ago, for San Francisco. She secured a crew made up of business men and retired ship captains, resident at Port Townsend, who took the vessel down to help Capt. Balch, and at the same time have an outing. It was on Wednesday that Capt. Balch secured the services of his friends to get his vessel away, and telegrams were sent to Victoria for the tug Tacoma, which went over to Port Townsend, to take the vessel to sea. Owing to the trouble with the Sailors' Union the ship's company of the John A. Briggs was shipped quietly, but the strikers, who are holding out for $50 for the trip to San Francisco, got wind of the coming of the tug, and made the threat that the hawsers would be cut if the tug attempted to take the Briggs to sea, but Capt. Morrison, of the tug Tacoma, kept his searchlight on the hawser during the time it was attached, and threatened to shoot anyone who interfered with it. Boats with the strikers rowed around the tug and her tow, but no interference was made, and yesterday morning, amid loud cheering from the vessel, the Briggs put to sea. The union tried to induce the firemen on the Tacoma to quit work, but getting wind of this, Capt. Morrison kept the tug in the stream and allowed no communication.

The amateur sailors who are taking the John A. Briggs to San Francisco, are well known. There is A. M. Sewell, owner of the Benjamin Sewell, now en route to Victoria, and other Sewell line sailing vessels; Capt. William Gove, master of the Puget Sound tugboat Tyee; A. C. Tweedie, manager of the J. T. Steeb Shipping Company; Capt. E. E. Hickman, formerly chief of police of Port Townsend; Frank S. Sheehan, of the Sheehan Hardware Company, and B. C. Pilcher, W. W. Barrett and Chris. Sticknoth, all well known young men of Port Townsend.

A ROUGH VOYAGE.

Details of the Stormy Trip and Narrow Escape from Wreck of Lumber Bark from British Columbia.

Details were received by the steamer Moana of the stormy passage of the bark Passepartout, from British Columbia to Australia. The Norwegian bark, bound from Moodyville to Sydney, put into Newcastle on July 13, and was afterwards towed to Sydney, her destination. She encountered a severe cyclone on June 28, which raged with unabated fury for 24 hours, reaching its heighth on the second day. Mountainous seas swept over her decks and the vessel was hove to. She rolled heavily, and with a view to steadying her oil bags were used; the cable chains were also run out to act as a sea anchor. The mainsail and upper and lower maintopsails were carried away. Her deck cargo consisting of 60,000 feet of lumber, shifted, with the result that the vessel had a heavy list to starboard. During the progress of the cyclone the only sail used was a tarpaulin lashed in the mizzen rigging. Fortunately no damage was done to the ship and no accident happened to those on board. The storm expended itself in 24 hours, but dirty weather continued for 13 days. The Passepartout was taken in tow on July 12 far out at sea by the steam tug Energy. Heavy weather from the south was prevailing at the time, and as the bark had a list to starboard the captain resolved to put into the port of Newcastle. The vessel was righted there by replacing the deck cargo which shifted during the gale, and she then left for her destination. The Passepartout in addition to her deck cargo, had 438,000 feet of lumber in her hold.

THE TEES SAILS.

C. P. N. Steamer Sails for Northern British Columbia Ports.

Steamer Tees sailed last night for the North, carrying an average crowd of passengers and a good sized cargo of general freight for various Northern ports between Texada and Skidegate. Among the passengers were the following: C. W. D. Clifford, who was bound to Port Essington, where he will join the party who went North with Mr. and Mrs. Dunsmuir on the steamer Joan; G. W. Bryden and J. Bryden, who were bound to the sulphur mines being developed by Mr. R. H. Swinerton and other Victorians, on the Oxtal river, off the Skeena; Mr. Hall, of Watson & Hall, and wife, and J. Raymond and wife, who were bound to Texada for a short visit; Vita la Ford, a late arrival from Dawson, who is bound to the interior of the Omineca country, where he will spend the winter; J. Thompson, H. Jenkinson, tax collector, C. Raven and Miss Goodwin.

MANY VESSELS LOST.

Several Vessels Wrecked and Lives Lost Off Australian Coast.

Gales off the Australian coast were responsible for the loss of several vessels, and caused loss of life in some of the disasters, early in July, according to news received by the Moana. The tug Protector was capsized when crossing the bar at the entrance of Ballina harbor and all on board were lost, six in all, made up as follows: J. J. Lewis, master; Ben Walton, engineer; John Vickery, fireman; T. Tobiason and D. Phillips, deck hands, and another who was unknown. The tug, which had been tendering a steamer which lost her propeller, was returning to port after being relieved, and encountered the gale when nearing the harbor. She had been thrown on her beam ends by a high sea, and when recovering was caught by a heavy roller and turned turtle. Another disaster reported was the wreck of the steamer Alexander Berry, which was driven on the rocks near Shell Harbor, and four of her crew were drowned. The lost were Capt. Marshall, Engineer Bartlett, Fireman Pearce, and Pratt and Jensen, deck hands. The steamer Manly was wrecked off the Sydney Heads, but fortunately her crew and fifty passengers were able to reach the shore. The bark Passepartout, which took lumber from Puget Sound for Sydney, was towed into her destination almost a wreck, by reason of her buffeting in the gale. Her cargo shifted and when picked up and towed to Newcastle she had a very bad list and was much damaged. The bark Norden was totally wrecked at the entrance to Suva harbor, but her crew of thirteen were all saved and taken to Sydney.

FIREMEN OUT.

Firemen on Pacific Coast Vessels Join Strikers at San Francisco.

The steamer Umatilla has not yet sailed from San Francisco for Victoria, but despatches received here say she will get away today, for her firemen have, together with the firemen of other Pacific Coast liners, joined the strikers at San Francisco. The strike of the firemen was unexpected by the steamship company, which had made no attempt to get non-union men. The firemen had made a contract with the company not to strike, but at a meeting the majority decided to strike. Edwin Goodall, in speaking of the strike of the firemen, said:

"We had hoped that the men would remain true to their contracts and not follow the example of the sailors, who broke their agreement. All our firemen in port went on strike today. There are sixty in all. Men were on the steamer City of Puebla, Umatilla, Corona, State of California, Coos Bay, Bonita and Curacos. There were twenty-one each on the Puebla and Umatilla. This action of the marine firemen shows conclusively that a contract with a labor union is of no avail."

MARINE NOTES.

Tug Tatoosh has returned to Seattle after towing the sternwheeler Will H. Isom and barge Huron to St. Michael. She made the round trip in a month. Capt. Bollong says there was but one ocean-going craft, the steamer Mayfield, a British craft, at St. Michael, when he sailed. She was discharging freight consigned to British Yukon points, principally Dawson. The government river boat Nuniyak and the Yukon steamer Campbell were also in port. The four-masted schooner James Sennett, July 27, from Nome for Seattle, was sighted in Behring sea. The Courtney Ford, Seattle bound, was passed 150 miles north of Nuniyak island. An unknown schooner was sight 150 miles this side of Dutch harbor. She was three-masted.

British ship Largo Law will be towed to Vancouver by the tug Lorne this morning, the ship having completed discharging at the outer wharf. The Low Wood, which has been undergoing repairs on the Esquimalt marine ways, has been towed to Port Blakely, where she will load lumber for Buenos Ayres.

Steamer Rosalie will make daily trips between here and Seattle, leaving every day at 9 a. m. She will have no layover day.

The bark Dendraeth Castle, which, as told some days ago, put into Rio de Janiero with her cargo heated, will not come to Esquimalt with her coal cargo. According to advices from the South American port, the surveyors have condemned the cargo which heated and advised the immediate sale. This step is likely to be carried out, and the bark, if she cannot secure a charter from a South American port, will return to England in ballast.

Steamer Queen will sail this morning for Alaskan points. She will embark United States Consul Smith and son, Shirley Onderdonk and wife, Mrs. J. Horne, T. Sale and J. K. Hamilton here.

The bark Bradloch, which the evening paper listed as overdue yesterday with forty per cent. reinsurance quoted on her, arrived at Portland from Hongkong over a week ago, and is loading her wheat cargo there now.

The ship Roanoke, fifty-six days out from Norfolk for San Francisco, is being reinsured at 45 per cent. and few takers, says a San Francisco paper. On July 5, in latitude 45 degrees 45 minutes north, longitude 47 degrees 17 minutes west, the steamship Margherita sighted an American wooden ship on fire. Her captain described the burning vessel as being more than 400 feet long, with all her four masts gone, but what was presumably an iron house and a donkey engine still standing amidships. From the nature of the fire it was surmised that the vessel's cargo was coal. On this account the underwriters at once offered 30 per cent. to reinsure, and now it has reached 45 per cent. Capt. Amesbury of the Roanoke is well known here.

Steamer Idzumi Maru is due today from the Orient. The Kinshui Maru, reported wrecked near Quelpart, has been floated, acording to cable advices, and towed to a dry dock.

REFUSED ALL HELP.

Pretty Canadian Girl Dies in New York.

A New York despatch says: With two men claiming her love and offering to assist her, with wealthy parents in Canada, from whom she kept her plight, Elizabeth MacCormick, a refined handsome girl of Montreal, starved to death in this city, dying yesterday afternoon in the German Hospital. At first it was thought to be a case of suicide by poison, but while the poison was a contributing cause, starvation carried the girl away. From letters found among the effects of the dead girl from a brother, Daniel, in Montreal and from John McDonald of Cardigan, Prince Edward Island, it appears that she could have had anything she wished from them. Instead of calling for aid when she could find no employment in New York, she sold her clothing piece by piece and when all was gone she let death claim her. The girl comes of a very religious family in Montreal. Her father is said to be an officer in the Canadian customs service. It is believed that the trouble that ended in her death had its inception in her love for a Montreal man, who on account of his agnostic principles was obnoxious to her family. Eventually the conditions in her home became unbearable and she came to this city, stopping on the way to visit a sister, Margaret, who is a nun in a Boston convent. She secured a position in a hair-dressing shop and took a room with a family named Denner at No. 35 East Fifty-eighth street. She lost her place and it so preyed on her that she could not stand it.

SOME ENGLISH ABSURDITIES.

From the Nineteenth Century.

The Lord of the Isle of Man is bound by the tenure of his inheritance to present two falcons to the king. The original grant seems to have been by Henry IV. to Henry, Earl of Northumberland. There is an admission of the claim at Charles II's coronation. At the coronation of George V. "among the feudal services the two falcons of Lord Derby for the Isle of Man were conspicuous. The king descended from his chair of state and the ladies of the court pressed round to caress and examine the noble birds." According to the tenure of the manor of Nether Bilsington, in Kent, the lord must give three maple cups to the king at the banquet. This tenure dates from Henry I. The manor of Heydon, in Essex, is held by the service of presenting the towel to the king when washing before the banquet. The service can be traced back to the Picot family in the reign of Henry II. "Petrus Picot tenet dimid Heydene per serjantiam serviendo cum una toalia ar coronationem rigis." Another service dated from Henry II. is attached to the manor of Liston, in Essex. The service consists in making wafers which the lord of the manor must bring in person to the king and queen at the banqueting table. The manor of Addington in Surrey, was granted by William I. to Tezelin, the King's cook, upon the service of making a dish, called variously grout or dilligrout, in the king's kitchen. The service has survived to the present time, but as the lord of Addington is no longer the king's master cook, a division of labor takes place; the king's cook prepares the dish and the lord of the manor serves it to the king.

PRESS OPINIONS.

Mr. Dryden, Ontario's minister of agriculture, spent a lot of the province's money on a big farm in the New Ontario, but he is putting his own funds into a Dakota enterprise. It looks as if the Yankees would get the best advertisement out of Mr. Dryden's work.—Montreat Gazette.

The Canadian Sportsman is disgusted with the Dakota movement made by Mr. Dryden, and puts it this way:

"But for a Camadian minister of agricuture, whose chief duty is to uphold and advocate the superior advantages offered to settlers, either on the farm lands of this province or the prairies of the great West, to declare them unsuitable by himself going to Dakota, is a blunder that only an unthinking, stupid man could be guilty of. Such an act utterly destroys Mr. Dryden's usefulness as a member of the legislature of this province. Any speech that he might in future make respecting the advantages to be derived by settling on Canadian soil would be utterly devoid of influence, because in his private capacity as a cattle breeder he gave the lie to his official opinions by giving the preference to Yankee land over that of his own country. The dollar-and-cent aspect of the question appears to have been the only one that appealed to him; he was utterly indifferent to the use that can be made by American land owners of his action, and, if he possessed one atom of enthusiasm in his calling as minister of one of the most important departments of the government, he never could have been guilty of such a blunder. This Dakota purchase will be made use of by every speculative land company in that state, and, though blizzards and drought in that section have driven thousands of settlers out of the state, many of them coming to our own Western lands, the fact that a Canadian minister of agriculture has selected Dakota lands—paid for by his own money—in preference to that of his native land, will in the hands of Yankee land agents be made to do yeoman service."

SOUTH AFRICAN MEDALS.

Designs Were Submitted to and Approved By Queen Victoria.

In the annual report on the work of the British mint some interesting details are given of the recent operations in the medal department, which was fully employed during the year, especially during the last half of it, in the preparation of military medals the bulk of those struck being on account of the war in South Africa in anticipation of its early termination. Deducting these medals from those actually issued under existing army orders, the reports states that 46,941 have been supplied to the war office, 921 to the admiralty, 4,000 to the government of Canada, and 30 to the Indian office. In addition 12,974 clasps were issued. It had been determined early in the year to make preparations for the issue of a medal for the military operations in South Africa before the termination of the war, in order that there might be no long delay, after that result had been attained, in its distribution to the members of the large forces employed. Drawings were accordingly submitted to Her Majesty, and designs were finally approved by the late Queen, which enabled this department in August last to proceed with the work of striking and mounting medals. By the end of 1900, 102,043 had been struck and issued to Woolwich to be engraved with the recipient's names.

Strathcona Wing For the Hospital

Lord Strathcona Gives Five Thousand Dollars to Erect Hospital Addition.

Announcement Made at the Third Annual Banquet of Native Sons.

At the third annual banquet of Post No. 1, of the Native Sons of British Columbia, held last night at K. of P. hall, with Chief Factor W. Moresby, presiding, a most interesting announcement was made by Mr. H. D. Helmcken, K. C. When responding to the toast of the Governor-General of Canada, Lieutenant-Governor and Dominion and Provincial Parliaments, he announced that he had yesterday received a letter from Lord Strathcona, in which the patriotic and philantropic Canadian Commissioner in England had said that instructions had been given his agent in Montreal to forward a cheque for the sum of five thousand dollars to Mr. Helmcken for the building of a new wing in the Provincial Royal Jubilee hospital, which will be called the Strathcona wing. In speaking to the toast—which by the way he also proposed—the popular member of the local house said that he hoped some day that native sons of British Columbia would be able to do for Canada and British Columbia what Lord Strathcona had done, his gift to the Jubilee hospital being his latest philanthropic move. This gift was the result of a conversation Mr. Helmcken had with the noted Canadian when in England, he having then spoken of the need of a new wing for the hospital, and the gift of five thousand dollars has now been received for this purpose from Lord Strathcona.

The banquet of the Native Sons was a most enjoyable affair. Chief Factor Moresby presided, and sitting on either side of him were President Pearson, Secretary Graham, and Mr. Johnson of the Pioneers, and the Grand Chief Factor Dr. J. D. Helmcken and Past Chief Factors J. S. Yates and Higgins. The dinner served was a good one, and when the desert had been eaten, the toast list was started, and the remainder of the evening spent in song and story. The toast to the King and Queen was drunk with Royal Honors, and then after toasts had been drunk to the Governor-General of Canada, Lieutenant-Governor and Dominion and Provincial Parliaments, a toast was drunk to the Pioneers, to which Messrs. Pearson, Graham and Johnson responded. Then toasts were drunk to the Past Chief Factors, to which Grand Chief Factor J. D. Helmcken, Past Chief Factors J. S. Yates, F. Higgins and Henley responded. Several songs, all of which were loudly applauded, were given by Corporal Simpson, R. E. and Bro. T. Watson sang two songs, his first having been encored, and P. C. F. Bro. Higgins also sang. Toasts were then drunk to the Army and Navy, to which Corp. Smithers, of the First Canadian Contingent, Major Hibben, and others responded, and after several other toasts had been given and songs sung, the merry-makers disbanded, satisfied that the third annual banquet of the Native Sons had been a most enjoyable affair.

SPOTTERS ON A RAILROAD.

The Work They Do and How They Do It.

Probably the most perfect spotter system achieved by any private corporation is that of one of the big Eastern railroads, which is to some extent modeled on the secret service system of some of the European governments, though by no means so complex. So far-reaching and so direct, however, are its lines of communication that the president of the organization is himself kept constantly informed of the trend of affairs and the changes of sentiment among the employees of every division and subdivision of the whole railway system, and that without the knowledge of any other persons but his own special corps of clerks and secretaries. Nobody but himself knows the entire personnel of wonderful service that he has perfected. His agents are drawn from every branch of the road's operating staff. They are engineers, freight brakemen, passenger trainmen, conductors, signal men, yard men, station agents, track walkers, and even division officials. Should that road have a strike—and strikes are far less likely to occur than they were before the present system was put into operation—the president will have detailed warnings of it from all the storm centres long before the first mutterings find cautious utterance in the newspapers. While it also acts as a defence against thefts by employees, this system is intended primarily to prepare, so to speak, a diary of the disposition, character, working efficiency and sentiments toward the road of the men who constitute the vast human machinery of the corporation. The feeling which culminates in a general strike is not the result of one act alone, but a slow growth made up of many grievances, real or fancied. To keep track of the shifting mental attitude of his employees is the aim of this railroad president. If a certain division superintendent has made himself unpopular with his subordinates, information to that effect comes "by underground wire" to the central office, and the matter is taken under advisement. If the newest fireman on the road attempts to stir up discontent by inflammatory talk, his views soon reach the official ear. Every leading spirit in the employees' organization is known to the president, who also knows whether, in case of trouble, the man is to be reckoned upon as a conservative or a radical. Sometimes this works out the man's career in a manner quite incomprehensible to him. For instance, Nightwatchman Brown is shifted, without cause that he can fathom, from one division to another. How should he know that rumors of trouble in that division have reached the presidential ear, and that he himself, being down in the president's little book as a speaker of weight and counsellor of conservative methods, has been shifted over to act as unconscious agent in checking a dangerous tendency?

Sofe of the admiring co-workers of the head of this system declare that in two minutes' reference to his collected funds of information he can unroll the family history of the woman who washes the windows of car No. 41144X, and tell whether, in her estimation, he himself is an oppressor of the downtrodden or a perfect gentleman.

When so many invisible lines radiate from the same office, it is inevitable that some of them should cross. Curious complications result from contact between spotters as unknown to each other as to those whom they watch. Several years ago, at a time of general railway troubles, a certain railroad got no less than five reports from its confidential men, informing them that an employee (who was several degrees higher in the secret service of the road than any of them, had they but known it) had been making incendiary speeches. This was true. Matters had so shaped themselves that the man accused had to appear as a radical in order to gain admittance to inner councils where the important questions would be finally decided. To the chagrin of the authorities, they were obliged to transfer him. Had they not done so, the suspicions of the men who make the reports would have been aroused. That spotters should know each other, as such, is held to be highly undesirable. There is always the chance that they might work in conjunction, instead of working as checks on each other.

KITCHENER AS CUPID

How the Hero of Khartoum Made a Philadelphia Pair Happy.

The unexpected arrival of Frank Leontine Hicks from Capetown, says the Philadelphia North American, will change the marriage programme, set for August 12, of Viola Porter and Thomas D. Winsor, of Rockland. The wedding will take place at the scheduled time, but the young man from South Africa will be bridegroom instead of Winsor, who has accepted the position of best man. David Broadley, who was to have been best man, takes the place of chief usher.

This extraordinary matrimonial shuffle is the result of a promise on the part of the bride's father made to Hicks. That promise was to give him his daughter if he would go to the Transvaal and fight for the Boers. Porter was very frank; he had no objection to Hicks as a suitor except the condition of his health. The young man looked consumptive, and Porter said he would not have his daughter risk her future with a husband whose early death might be looked for.

This decision made the young people disconsolate, and they were making arrangements for a clandestine marriage, when they were discovered, and the young woman was sent away to St. Louis to live with her aunt. The Boer war broke out, and Hicks went once more to Mr. Porter.

"May I have Viola if I go through a campaign in the Transvaal?" he asked.

The old man made the reply: "If you can undergo the hardship of a soldier there you can stand anything," said he. "My promise shall hold good."

Before the young man started on his long journey he was permitted to see his fiancee. At the old homestead in Rockland they renewed their troth, and Hicks went away confident in his strength to overcome all the obstacles that South Africa had in store for him. He took part in several engagements and developed into a fine, stalwart fellow. Then he was taken prisoner and was sent to the Island of St. Helena.

It was supposed here that he had been killed. Month after month passed without word from him. Time passed and Miss Porter was addressed in language of love by Thomas D. Winsor, who had been the intimate friend of the affianced, whom she believed to be dead. When she finally gave Winsor permission to speak to her father the latter was willing, but he would not consent to the marriage taking place until more time had been given for the absent Hicks to turn up. Still no word came, and finally the arrangements for the wedding were made.

Last Thursday evening Winsor and his prospective bride were sitting on the piazza, when the warrior appeared. Porter summoned Winsor to him and called his attention to the agreement touching the return of Hicks, who, he said, had a prior right to his daughter's hand.

Hicks explained that from St. Helena he addressed a letter to Lord Roberts telling him of how much depended on his (Hicks') return to claim his bride, and asking that victorious soldier to be generous to an American who came to fight him, not out of enmity, but for love of a noble cause. His Lordship gave orders for the prisoner to be brought back to the Cape. The order was sent, but for some reason it was not acted upon.

Lord Roberts returned to England, and Lord Kitchener commanded in his stead. To him Hicks wrote a similar letter. The result was an order to the officer in command at St. Helena directing him to release Hicks and send him to England as early as possible on his agreeing not to take up arms against the English during the rest of the war.

THE APE-LIKE MAN OF AFRICA.

Details of Sir Harry Johnston's Discovery.

From London Telegraph.

Sir Harry Johnston, who is home on leave from Uganda, is likely to add largely to our knowledge of that country as a result of the two years he has just completed there in the capacity of His Majesty's special commissioner. He brings with him photographs and measurements of the ape-like race of men whom Mr. Grogan and Mr. Sharp first encountered on the verge of the Congo forest.

"I hope," said Sir Harry Johnston, "that the public interest in these matters will not form any exaggerated ideas on the subject until the material which I have gathered has been properly examined by the anthropologists and my own impression as to the somewhat Simian character of these natives is confirmed. The ape-like people to whom I refer seem to constitute the underlying stratum of the population of the eastern outskirts of the great Congo forest, from the vicinity of Lake Albert down to the neighborhood of Lake Tanganyika, the western slope of Mount Ruwenzori, and also, strange to say, on the west slope of Mount Elgon, the extinct volcano which lies about 150 miles east of the Victoria Nile. The general characteristics of these ape-like people, who sometimes constitute a tribe of pariahs by themselves, and sometimes crop up as a type in the middle of other tribes, are a dirty-yellow skin, a poor development of the back of the head, eyes rather close together, with prominent eyebrows, low and much wrinkled foreheads. The hair is woolly like that of the ordinary negro, though it sometimes tends to be brownish in color. The arms are long and the thumbs weak. The legs are a little knock-kneed, and are often very short in proportion to the body. In one instance in which I took a photograph the toes are turned rather inward.

"Their stature, as a rule, is not much, if any, below the average height of humanity. I can only say that in general appearance they do look as I have described them, very ape-like, but too much stress should not be laid on my general impression in this respect until the measurements which I have made of their heads and bodies are discussed by a competent authority on anthropometry.

"I have a kind of impression that this ape-like type of negro represents something like the original stock—the earliest form of negro man that entered the African continent from Asia."

AN UNFORTUNATE DEDUCTION.

Sergeant Kelly of the Irish bar in the early years of the nineteenth century used to indulge in a picturesque eloquence, racy of the soil, but unfortunately he would sometimes forget the line of argument and would always fall back on the work "therefore," which generally led his mind back to what he had intended saying. Sometimes, however, the effect was almost disastrous. One time he had been complimenting the jury, assuring them that they were men of extraordinary intelligence and then branched off into a statement of his case. With a wave of his hand and a smile on his face, he proceeded: "This is so clear a case, gentlemen that I am convinced you felt it so the very moment I stated it. I should pay men of intelligence a poor compliment to dwell on it for a minute, therefore I shall proceed to explain it to you as minutely as possible." The Green Bag.

FUTURE SOURCES OF COFFEE.

From Gram's Magazine.

According to the Treasury Bureau of Statistics, "the people of the United States are sending out of the country more than $1,000,000 a week in payment of coffee consumed in this country, all of which could be readily produced in Porto Rico, Hawaii and the Philippine Islands, which have already shown their ability to produce coffee of a high grade commanding good prices in the markets of the world. Porto Rican coffee has long been looked upon as of high grade, and for many years has commanded high prices in the markets of Europe; and the developments of coffee culture in Hawaii during the past few years have also been very satisfactory in the quality of coffee produced and the prices realized. In the Philippines the product is of high grade and the fact that in physical conditions and climate the islands are very similar to Java, the greatest coffee producing region of the world, suggests great possibilities to those who desire to see American money expended under the American flag. The fact that the United States is by far the greatest coffee consuming country of the world, and is steadily increasing her consumption, further suggests that American capital and energy may turn their attention to this promising field now opened in the islands where American enterprise can safely invest in business ventures.

It is already evident that the total consumption of coffee for the fiscal year ending June 30, 1901, will be about $60,000,000, which is fully $6,000,000 above that of the previous year. We imported more than ten times as much from Brazil as from all the other South American countries and twenty times as much as from Central America. Millions of pounds are sent to England and Germany from Asia and the Orient, and afterwards reshipped to the United States.

A CHAPTER OF HISTORY

How the United States Forced the War on Spain.

The New York Evening Post recently published extracts from the official reports of the United States state department which show plainly that war was forced upon Spain. It is a remarkable fact that the Evening Post is the only one of the great dailies which has seen fit to throw light on this questionable "triumph of United States diplomacy."

On March 27, 1898, Minister Woodford received instructions from Washington to make three demands:

"First.—Armistice until October 1. Negotiations meantime looking for peace between Spain and insurgents through friendly offices of President United States.

"Second.—Immediate revocation of reconcentrado order.

"Add, if possible.

"Third.—If terms of peace not satisfactorily settled by October 1, President of the United States to be final arbiter between Spain and insurgents."

"Now, what followed?" asks the Post. "On March 31 the reconcentrado order was revoked, and a special credit of 3,000,000 pesetas put at the disposal of Governor-General Blanco to care for the homeless Cubans. There was our demand number two promptly complied with. The offer to co[illegible]de demand number one was cabled by Minister Woodford on April 5. It is the critical despatch of the whole volume, and its suppression until now certainly shows an extraordinary degree of 'prudence,' and possibly something else."

In reply Minister Woodford asked:

"'Should the Queen proclaim the following before twelve o'clock noon of Wednesday, April 6, will you sustain the Queen, and can you prevent hostile action by congress?

"'At the request of the Holy Father, in this Passion Week, and in the name of Christ, I proclaim immediate and unconditional suspension of hostilities in the island of Cuba.

"'This suspension is to become immediately effective so soon as accepted by the insurgents in that island, and is to continue for the space of six months, to the fifth day of October, eighteen ninety-eight.

"'I do this to give time for passions to cease, and in the sincere hope and belief that during this suspension permanent and honorable peace may be obtained between the insular government of Cuba and those of my subjects in that island who are now in rebellion against the authority of Spain.

"'I pray the blessing of Heaven upon this Truce of God, which I now declare in His name, and with the sanction of the Holy Father of all Christendom."

"'April 5, 1898.

"'Please read this in the light of all my previous telegrams and letters. I believe that this means of peace, which the sober judgment of our people will approve long before next November, and which must be approved at the bar of final history.

"'I permit the papal nuncio to read this telegram upon my own responsibility, and without committing you in any manner. I dare not reject this last chance of peace. I will show your reply to the Queen in person, and I believe that you will approve this last conscientious effort for peace.'

"What could be more moving," the Post remarks, "more pathetic, more like an unexpected messenger of peace to be greeted with devout thankfulness by all Christian hearts?"

How different in tone from the message to congress next day!

"Yesterday, and since the preparation of the foregoing message, official information was received by me that the latest decree of the Queen Regent of Spain directs Gen. Blanco, in order to prepare and facilitate peace, to proclaim a suspension of hostilities, the duration and details of which have not yet been communicated to me.

"This fact with every other pertinent consideration, will, I am sure, have your just and careful attention in the solemn deliberations upon which you are about to enter. If this measure attains a successful result, then our aspirations as a Christian, peace-loving people will be realized. If it fails, it will only be another justification of our contemplated action."

TO STOP LYNCHING.

Although delayed, probably with conscious unwillingness to approach a disagreeable subject, the inevitable question of how to prevent lynching has been brought before the Virginia constitutional convention. The course suggested is a reward for the conviction of lynchers: the death penalty upon conviction, and the payment of a sum of money to the heirs of the victim of a mob, the amount to be collected from the county where the lynching may be committed. It is the last proposition that bears most promise of effectiveness, if included in the organic law of the state, provided the legislature will embody it in a statute. It is at least an indication of awakened conscience that this convention, chosen primarily to devise means to disfranchise the negro, should concern itself about a method to check the crime of which he is the most frequent victim.—New York Mail and Express.

St. Anne's Academy.—The pupils of the stenographic class are informed that the class will not be resumed on the 15th inst., but on the 26th inst., a large number of the pupils having desired the change.

Take Time by the Forelock

Last year's experience would teach the wise farmer the necessity of having on hand a sufficient supply of PARIS GREEN for the CUT WORM. Its timely use will put dollars into your pocket. 40 cents per pound at our store.

CYRUS H. BOWES,
Chemist.
98 Government Street Near Yates Street, Victoria, B C

Will Purchase Gold Outright

Arrangements Completed Between Dominion and Provincial Governments.

Rebate of One Per Cent Royalty Will be Allowed Here.

Miners who wish to make a clean profit of one per cent. on their gold, will hereafter bring it to Victoria to sell. The necessary arrangements having been made between the Provincial and Dominion governments, the provincial treasurer now buys all gold offered after it has been assayed by the provincial assayers, and pays in addition to the market value of the gold one per cent. of the amount of the royalty paid by the miner to the authorities at Dawson, that is of course if the miner has a receipt to show that he has paid royalty. As a matter of fact, the miner receives the assay value of the gold and one per cent. of the amount he paid as royalty, and the only charge is the usual one made at all assay offices, both Canadian and American, for assaying.

As soon as the news came from Ottawa that the Dominion government would refund one per cent. of the royalty on gold, which was sold at Victoria, the authorities of the department of mines proceeded to make the necessary arrangements for receiving the gold. The big scales have been moved into the treasury department, and the gold offered for sale is weighed by the assayer in the presence of the seller. He is given a receipt for the amount of gold, and the dust is then taken to the assay office, assayed and run into bars and the value stamped on it. This takes but a few hours, and as soon as the bars are ready the miner is paid the full value of the gold, and in addition one per cent. of the royalty he has paid in the Yukon, if it happens to be Yukon gold. He is paid with a check that will be honored by any of the banks. Should he be in need of money in the interval between the time he takes his gold to the treasury and the time the bars are ready, the banks will give him 50 per cent. of the amount which the gold weighs according to the receipt of the assayer.

The provincial government of course will dispose of the