

PLENTY OF WATER IN HIGHLAND DISTRICT

Over Fifty Million Gallons of Water a Day Passing Over the Main Test Weir.

The rainfall of the last few days has considerably raised the height of the water in the Highland district, and the volume passing over the main test weir has been too great for the recording gauge, the capacity of which is 35,000,000 gallons a day. When this weir was constructed the city engineers decided that it would not be required to record any volume of water over 35,000,000 gallons every twenty-four hours. To the surprise of the chairman of the water committee and the engineer himself the quantity of water now passing over the weir is between fifty and sixty million gallons a day.

Ald. Stewart stated on Friday the Times that the returns from the weir were most gratifying to the many people who had faith in the Highland district providing an adequate water supply for the city.

"You can say from me," he added, "that I feel assured of the future water supply of this locality. The enormous volume of water which is now passing over the weir will more than justify the contemplated expenditure of the city and should emphasize the superiority of the Highland district over other proposed water supplying localities."

and 1878. Enough has been written to show that, when the terms of union were first settled, the Dominion, to use the language of the new member, "bit of more than it could chew." There were no wheat growing settlements in the prairie producing millions of bushels a year to swell the traffic of the railway. The rejuvenation of the Orient was in the dim and distant future; no one realized the mineral wealth of this province except in so far as paper mining had had a rapid rise and decline. These facts must be stated in justice to the Dominion authorities of the time. The province knew, and any unbiased student will admit, that the terms of the British Columbia confederation were more than just—they were generous.

Changes have arisen since then. There is again a cry for better terms. No one denies that physiological difficulties and other causes render increased federal aid necessary, but it must not be supposed that altered circumstances of this kind will receive as much attention by the Imperial authorities as did the fight of the province for its statutory rights in the seventies. The new conditions are the result of changed circumstances solely within the confines of the Dominion; there is no necessity for Imperial intervention. Even to apply for it would stultify that theory of self-government that has made the Dominion a nation.

It would be better for Premier McBride to educate the public by the greatest commonwealth on the Pacific Coast to go whining to the Mother Country in an endeavor to obtain by outside pressure what will be granted without stint by the Dominion when Canada, from one to the other, becomes cognizant of what is right and proper to be done for the outpost of empire fronting on the Pacific.

BRINGING OUT FURS.

Big Consignment on Way to Victoria From North.

When the next steamer arrives from the North it will bring the first season's bunch of furs acquired by the only dangerous rival the Hudson's Bay Company has had in recent years. The North Canadian Fur & Transportation Company, of this city, according to telegraphic advices from Telegraph Creek, has had an extremely successful summer, and piled in a big war canoe taken up the river from Wrangell for the purpose of skinning furs are now on the way down the Stikine, if they have not already connected with the steamer at Wrangell. Included in the catch are otter, cross fox, marten, beaver, lynx and last, but not of least value, one pelt of the rare black fox. The latter would be good pay for one man's work. Precise figures are not yet obtainable by reason of the fact that a telegram containing this information would be considered a valuable property round Telegraph Creek.

The company has finished its first store at Holloway's bar, on McDermott Creek. At the latest possible moment it sent in a valuable stock of furs, but next year, it is projected, it will be entirely independent of outside sources for transportation, and have its own steamer on the Stikine and run a pack train from the head of navigation on that river to a point where water carriage with its headquarters is obtainable upon streams penetrating the far north.

The Indians there are good business men. They were perfectly willing to take the big war canoe, one of the sights of Wrangell, up the Stikine to Telegraph Creek, but the trip down is being made separately by white men. Paddles propelled by white men, in fact, are paying ten dollars a piece for the privilege of carrying the Indians back to their home. Thus Mr. Lo is making hay while the sun shines; next year his money will be broken.

Another item of interest to Victoria is the return, in the same party, of the staff of the Rosella Hydraulic Mining Company that has just closed a successful season's operations. This is a proposition that promises to pay from the grass roots. Apart from a little mining done in the bottom of the creek during the Russian excitement of 1871, the vicinity of Rosella is virgin ground. The company mentioned has an extensive hydraulic plant in operation, except monitors, which are on the property and will be installed this season. This work has been conducted in a novel manner. Instead of the rigid "giant" or monitors, that are usually the chief feature of hydraulic workings, nine inch hose has been used with the nozzle intended for the monitors. Reports received by the directors here state that the innovation has been very successful. The ease with which the hose can be turned has made much assisted excavation, and many cubic yards of sand and gravel have been moved, and their gold contents gathered in the sluice boxes. The end of this week should see the facts and figures of the season's operations available for both the shareholders and general public.

CHURCHES FOR 'FRISCO.

Board of Bishops Undertake to Raise Seven Million Dollars.

Rochester, N. Y., Oct. 25.—The board of bishops of the Methodist church of the United States in this city decided at a meeting to undertake to raise \$7,000,000 to build churches destroyed by the San Francisco earthquake.

INDIANS VISIT OTTAWA.

Ottawa, Oct. 25.—Father Coccola, with Chief Big George and four Indians are here to-day to see the government in regard to their being stopped from catching salmon by weirs. The government will have to arrange to feed them if they run short of food in the winter.

JAPANESE POACHERS.

Washington, D. C., Oct. 25.—Secretary Root has requested the Japanese government to cause the arrest and punishment of Japanese poachers who are tempted to land on the seal island of Alaska recently and who escaped to Japan after the capture of the party and the killing of the seal. The state department has been asked to take the fact that it regards the attempted landing of the poachers as an invasion of United States territory.

WILL PUT BY-LAW BEFORE CITIZENS

FOR PURCHASE OF
LOCAL DRIVING PARK

Option Secured Upon Property Adjoining Exhibition Building by Agricultural Association.

(From Friday's Daily.)
Exhibition or no exhibition? That is the question which Victorians will be called upon to answer in the near future. The query will take the form of a by-law to be put forward for adoption in the neighborhood of \$60,000 for the purchase of sixty-three acres of land lying to the northwest of the fair building. Without this property the managements of the British Columbia Agricultural Association cannot hope to continue the annual show in a manner creditable to the community, or without inevitably falling short financially.

As is well known, the association has a private syndicate have approached the Victoria jockey club, offering them \$40,000 for the area mentioned, upon cash terms, or what amounts to practically the same thing—\$10,000 down and the remainder after the completion of the deeds of transfer—the necessity for prompt action may be better understood.

Only a few days ago Secretary Smart, of the association, and Ald. Yates, one of the executive, were informed that some outside parties were negotiating for the land in question. They lost no time in investigating and the assertion was made that the representatives of the Victoria jockey club were held, and Messrs. Smart and Yates attended. They found that the syndicate was prepared to close the deal. Before a decision was reached they laid their case before those concerned with the matter for consideration, and that one of the syndicate was present prepared to close the deal. Before a decision was reached they laid their case before those concerned with the matter for consideration, and that one of the syndicate was present prepared to close the deal.

On Monday afternoon a meeting of the representatives of the Victoria jockey club was held, and Messrs. Smart and Yates attended. They found that the syndicate was prepared to close the deal. Before a decision was reached they laid their case before those concerned with the matter for consideration, and that one of the syndicate was present prepared to close the deal. Before a decision was reached they laid their case before those concerned with the matter for consideration, and that one of the syndicate was present prepared to close the deal.

It is noted that the price of the sixty-three acres of land is \$60,000, and the figure it is proposed to place in the by-law is \$60,000. The difference is easily explained. Having procured the property the British Columbia Agricultural Association would be in a position to put it to the best possible use. They propose extending the grand stand, for which some \$2,000 will be necessary. There will be more fencing needed, and the stability of the stand will have to be augmented. But the most important expenditure which is proposed is the construction of another large exhibition building at a cost of \$10,000. The convention will be held in the Calvary Baptist church from the evening of November 7th and close with a "grand rally" the following night.

THROBBLING STORY OF SKAGIT WRECK

SHIPWRECKED MEN
NOW IN THE CITY

Salvor Returns From Clo-oose—Barkentine Will Be a Total Loss—Captain Rose's Career.

(From Saturday's Daily.)
Last evening the steamer Salvor brought the eight survivors of the Skagit wreck to Esquimalt, and after they had landed, the men were taken charge of by the United States consul, A. E. Smith, and quartered at the Queen's hotel. They will be taken to Port Townsend to-night, from where Chief Officer Langkow will proceed to the owners' offices to make his report on the disaster. The men all showed signs of their rough experiences, torn clothing, cuts and bruises being the rule among them. One of them, J. Westein, is suffering from a slight attack of fever brought on by exposure, and is confined to bed, but this morning he was much improved and expects to be well again in a couple of days.

Chief Officer Langkow gave the following account of the wreck to a Times reporter: "We left San Francisco on the 13th and experienced good weather until we were just off the Straits, when we encountered a strong southwester and heavy rain. The night was a bad one, pitch dark and wild, and what few lights are stationed along the coast were obscured. About 2 o'clock in the morning the captain saw a light, and thought it was Carmanah, but I am inclined to believe that it was Cape Beale. He endeavored to wear the vessel into the straits and had no suspicion of danger until the Skagit went down on the rocks. Just before 4 o'clock the watch was called, and while the men were putting on their clothes the vessel piled up. I had dressed and was just pulling on my sea boots when the crash came. I rushed on deck and saw the men tumbling on in a half-dressed condition. The crash came as a complete surprise to us as we imagined that we were well out from the shore in the Straits. The lookout men could not see an inch ahead in the inky blackness of the night, and the roar of the wind made it impossible to hear the breakers which were pounding on the vessel's strakes. When we struck, the captain ordered the men to get on the fore-topmast and a moment later the main and mizzen came crashing on the deck. The Skagit labored heavily, with the weight of the wreckage smothering her, and the waves came over her sides so heavily that the boats were at once stove in. We were huddled aft waiting for a chance to make out our true position. I found three life-preservers in my cabin. Presumably Rev. H. Canon, Congregational; Rev. L. Roy Dakin, Baptist; and Rev. Mr. Dunham, Methodist. It goes without saying that the coming convention will be a great success. It is hoped that the day school teachers will make a point of being present at all the meetings.

A pressing invitation is extended to Christians of every denomination to take an interest in this "forward movement." The convention will be held in the Calvary Baptist church from the evening of November 7th and close with a "grand rally" the following night.

OFFICERS ELECTED

At Special Meeting of Directors of Y. M. C. A. Held at Rooms, Broad Street.

A special meeting of the directors of the Y. M. C. A. was held on Wednesday evening in the board rooms, when officers for the ensuing year were chosen. H. H. Knott was re-elected president, and other officers were selected as follows: Joshua Kingham, vice-president; E. W. Whittington, secretary; Wm. Scowcroft treasurer. The following committee chairmen were appointed: Executive, the president; Finance, Samuel Johns; religious work, D. C. Reid; educational, E. E. Wootton; literary, H. F. Pullen; physical, E. M. Whyte; social, W. B. Fisher; boys, B. W. Clark; membership, Dr. McMenzie; auditing, Messrs. J. Kingham and Geo. McCandless; visiting, R. E. McKicking.

The site committee reported on several favorable building propositions and was granted further time. The committee appointed to prepare the annual budget estimate reported, and the items were considered serially, but the adoption of the report was held over until the regular meeting to be held on the first Wednesday in November.

It was decided by the board to secure a two-inch space in each of the daily papers for the winter months to keep the work of the association properly before the public.

The general secretary reported that the newly organized employment department was working well, and that a number of men had secured employment. Usually there are more unemployed than positions, but this will be overcome when business men and employers generally know that the association is prepared to do this work and that they can rely on the Y. M. C. A. employment department.

Two new members of the board, Messrs. Joshua Kingham and R. W. Clark, were warmly welcomed.

RETIRED FROM BUSINESS.

Salt Lake City, Utah, Oct. 25.—Reports that the Mormon church as an organization is to retire from commercial business were further verified to-day when it was officially announced that the Utah National bank has been sold to W. S. McCormick. The bank's stock was largely owned by the church. In the last four months the Mormon church has disposed of its big holdings in the Utah Light and Railway Company, which controls the principal public utilities in Salt Lake City. Its Los Angeles and Salt Lake railroad, with its great pavilion at Saltair and its big retail department store at Ogden.

thank Mr. Logan, Captain Harris and his men, the consul and all the others who helped us, as they treated us with the greatest of kindness."

The body of the cook was taken off the vessel upon arrival by a local undertaker who has taken charge of it.

The Seattle Post-Intelligencer, in recording the disaster, has the following to say of Captain Rose: "Captain Lewis William Rose, who was drowned after the wreck of the barkentine Skagit, of which he had command, was a resident of Seattle, where Mrs. Rose, his widow, resides. He was well known, having been engaged for years in the coastwise trade. Mrs. Rose believes that the captain, as an expert swimmer, would have been able to save his life but for a severe injury to one of his hips a few years ago which troubled him greatly. While making a voyage to South Africa on the barque Palmyra seven years ago he was caught in a severe typhoon, a large wave throwing him heavily against the rail dislocating a hip. Contrary winds delayed the barque for 48 days before she was able to make port, during which time he was without medical attention. But for his ability as a swimmer the captain would have lost his life a few years ago in the wreck of his vessel off Cape Howe, on the Australian coast, twelve men losing their lives, he and the cabin boy being the only ones to escape."

In May, 1845, Captain Rose was born on the waters three days out from New York city, and the waters have taken him home after 50 years of continual service on the ocean in the capacity of a cabin boy, quartermaster, pilot and master. When 11 years of age he ran away from home to take to the sea, much against the will of his parents. The captain had in his career sailed to all the ports of the world in every part of the ocean—a deep-sea ship can go, and had made many a trip around the world. For twelve years he was in command of some of the finest transatlantic vessels plying between New York city and Great Britain. He held master's papers both in England and the United States. From the runs on the Atlantic he was transferred, at his request, to the African trade. Friends of the captain are unable to recall more than a few of the ships he had commanded. The Star of France, barque Palmyra, Mount Washington, barque Kikiklat, a barkentine Skagit were some of his ships."

UNION OF MUNICIPALITIES.

The First Day's Proceedings of the Convention at Kamloops.

A dispatch from Kamloops, dated October 24th, says: "The Union of British Columbia Municipalities convened this morning with C. Stevenson, mayor of Kamloops, in the chair. Thirty-two delegates were present representing Vancouver, Victoria, New Westminster, Nanaimo, Nelson, Rossland, Kamloops, Greenwood, Penticton, Vernon, Ladysmith, Enderby, Kelowna, North Vancouver, Chilliwack, Delta, Burnaby, Surrey and Salmon Arm."

"After the credential committee had brought in a report, a spirited and acrimonious debate arose as to the interpretation of the constitution. As some of the municipal corporations were not members of the sitting councils, they were naturally anxious to have their men seated in the convention with voting power, but the credential committee interpreted the clause so as to exclude all but members of the various councils.

"Several suggestions were put forward, but finally in order to allow the convention to get down to business Mayor Morley, Victoria, moved that the questioned delegates be allowed to vote on all matters until an amendment to the constitution is brought down, which would clear up the ambiguous clause.

"Mayor Gordon, Kamloops, welcomed the delegates in a short speech, to which Mayor Gillette, Nelson, replied for the visitors.

"The report of the president, setting out the last year's work of the union, was then submitted, and as there were several points covered by it that would perhaps entail some discussion, a committee was appointed to consider it, and submit the various subjects which in their opinion should be opened up."

"Hon. Secretary-Treasurer Keary presented the financial report, which showed a satisfactory balance, \$268, standing to the credit of the union. The question of allowing proxies was laid over until the afternoon session.

"Several papers of importance will be submitted, which will be of interest to all municipalities in the province, and judging from the length of the programme, the convention will have its hand full to threaten them all out in two days.

"The mayor and council of Kamloops will give a banquet to-night in honor of the visitors, at which covers will be laid for a hundred."

The Kansas City Fire.
Searching Ruins For the Remains of Victims.

Kansas City, Mo., Oct. 25.—A systematic search for victims was begun to-day in the ruins of the Chamber of Commerce building in Kansas City, Kansas, which was burned yesterday. Eight persons were still unaccounted for this morning.

Officer Imprisoned.
Was Convicted For Having Bombs in His Possession.

Kiev, Russia, Oct. 26.—Lieut. Konovloff, an artillery officer, has been sentenced to five years' imprisonment at hard labor for having bombs in his possession.

Determined Suicide.
John Erickson Cut to Pieces by a Train.

Fernie, Oct. 23.—John Erickson, formerly bartender at Balmora, committed suicide yesterday by throwing himself in front of an east-bound freight train near Sentinel Station. He was cut to pieces. His body was found by the train, and that he intended killing himself by some sensational means, and asking that the body be buried at Stettler, Alta.

Cork, though the most buoyant substance, will not rise again if sunk 200 feet below the water's surface.

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THE THREAT TO APPEAL TO THRONE

NO ANALOGY WITH
PREVIOUS PETITION

Story of Efforts to Compel Former Govern... ments to Carry Out Terms of Union.

(From Friday's Daily.)

Considerable interest has been aroused by a statement attributed to Premier McBride, after his withdrawal from the conference of provincial premiers, that he would appeal to the King in conformity with the course taken in 1874. What the facts regarding the exercise of this ultimate method of resort were is comparatively unknown to the younger generation; the story has not been told in a coast paper for more than a decade.

The British Columbia confederation with its eyes open. At the time the terms of union were thought decidedly favorable to the province. Separated almost entirely as it was from the centers of population in Eastern Canada by the almost uninhabited prairie; having interests entirely distinct from the eastern provinces; it was with considerable satisfaction that the government was able to announce the result of the protracted negotiations. The terms, when the circumstances of the time are considered, were certainly not without warrant considered liberal. Within two years a transcontinental railway, 3,000 miles long, was to be commenced; \$100,000 per annum was to be paid to the province in lieu of lands to be given for the railway; for every head of a population, estimated at 200,000, eighty cents per annum was to be paid; the provincial debt of \$1,500,000 was assumed by the Dominion; \$500,000 was given for the drydock at Esquimalt; officials were to be superannuated; \$35,000 per annum was to be given to support the local government; five per cent. per annum was to be paid on the difference between the debt of British Columbia and the debt of Nova Scotia and New Brunswick; the rate of the population; the care of the Indians was to be assumed by the federal authorities and the province was given representation in the Dominion parliament to the extent of three senators and six elected members. In respect of all these advantages the province gave up the lands in the railway belt and handed over to the Dominion the imposition of customs and excise duties.

Intimately associated with the agitation for confederation are the names of many prominent Victorians, including Hon. G. A. Walkem, Dr. L. W. Powell, Hon. M. T. Drake, Edgar Dewdney and Dr. J. S. Helmcken. The honor of introducing the subject to the legislative council fell to Attorney-General Crease (afterwards Sir H. P. Crease), who rose to move, on March 8th, 1870. "That this council do now resolve itself into committee of the whole, to take into consideration the terms proposed for the confederation of the colony of British Columbia with the Dominion of Canada, in His Excellency's message to this council."

The debate to go into committee of the whole occupied the sessions of three days, and another nine were consumed in discussing the matter in committee. Subsequently, after long and important negotiations, the terms, practically as above outlined, were accepted unanimously by the legislative council early in January, 1871.

But the end of the time limit, two years after confederation, i. e., 1st July, 1873, came without the most important item of the terms of union being fulfilled. The construction of the transcontinental railway had not been commenced. Exploratory surveys had certainly been made, but they had only been carried out to such an extent as to determine the direction in which experimental surveys should proceed. Previous to this time, however, the Dominion government had announced that the western terminus would be Esquimalt, a statement that aroused great enthusiasm in Victoria, and, to a large extent, caused the agitation for quicker procedure with actual construction of the railway.

It is needless for the purpose of this article to refer to the several articles that drove the government of Sir John A. Macdonald from power, resulting in the acceptance of office by Hon. Alexander MacKenzie. Suffice it to say that the latter, and his advisers, deem-