UNIFORM SYSTEM OF RAILWAY ACCOUNTS

rtment at Ottawa Adopts U.S. Rules for Canadian Roads

ER McBRIDE ON WAY HOME

an Agents Report on Growth of rade With Australia and New Zealand

wa, July 9.—The statistical of the Department of Rai- has decided to adopt the new States rules respecting rail- ccounting and make them ap- e to all Canadian railways, so ailway statistics all over the nt will be on the same basis omparative purposes. The is operative from July 1st.

ier McBride arrived here yes- and was joined by Mrs. Mc- who has been visiting friends nipeg. They left for Toronto ght and today started direct me. When here the Premier e was well pleased with the of his mission to England. He othing could exceed the court- the Colonial office authorities. onto, Mr. McBride is reported News to have said: "The Hb- t Ottawa invaded my province last provincial election. I feel strongly about it. If I paid them n their own coin I might do ittle harm, or good rather. I loyal conservative, and if the vanted my services at Ottawa, d have to obey the call to

trade and commerce department eived reports from J. S. Larke, n Sydney, and D. P. Ross, agent bourne. Mr. Larke says trade Zealand is prosperous. In New Wales and Australia generally, vest will not be an average one, rly part of the year was too The prospects for developing ther trade are good. A firm, re the trade, must do its own s. Surplus Australian sugar be exported to Canada. The ion of New Zealand increased 4,162 in 1896, to 908,720 in 1906. ss gives figures to show that 's trade with Australia is in- g. In 1906 Canada exported to ia £303,751, an increase of over 1905. The imports to from Australia were £72,688, ease of £29,400.

Commercial Travellers' associa- Canada wants Thanksgiving be observed on a Monday, and ursday, as heretofore. It is that the change would be etter for the mercantile com-

Wm. Templeman denies that rconi people have a monopoly wireless business in British da.

sive discoveries of coal have ade in the Rockies near the ead pass by a party sent out German Development company, treal.

vans are getting alarmed by ursion of wild animals. A lynx, t long, was shot at Sandy Hill er night.

udging of plans for the new ental buildings has com-

rder has been issued by the commission providing that ust be a fire extinguisher at end of passenger coaches must be of a pattern approved board, and recharged every nonths. There is a penalty of non-compliance. Trestles must fully inspected and provisions guard against fires from the stacks of engines.

Brantford Man's Death

ford, July 8.—Wm. Frank, for- ax collector here, but for the ree years retired, died today.

POSSIBILITIES FOR UNITED STATES

essman Hull Thinks His ountry Would at First Lose Ground

Moines, Ia., July 9.—"Neither r the United States wants a this time," said Congressman Hull today. Mr. Hull is chair- the house committee on mili- airs. "There is a big element n who would welcome war, ruling classes are too wise a quarrel with the United

ere is war we will at first lose lippines and the Hawaiian Is- ut we would triumph in the the United States would build s and fight out a victory. We nation which can conduct war rich at the same time."

Ohio, July 9.—The Sterling y at Braberton is in receipt of nt request from Washington to completion as rapidly as the boilers for the battleships navy. The plant will be run night until the boilers are ed.

Disturbance in France.

July 9.—Dispatches from the f France report the situation rowing serious. The dissatis- with the new wine frauds law supplementary measure now onsideration, together with the of thirty people suspected of ty in the burning of the pre- of Narbonne, have reinflamed ple. The mayors and other al officials are holding meetings, e resolved to resign their of- ess the arrested persons are the troops are withdrawn wine frauds bill is modified. illoux, commander of the 16th rps, has issued instructions to order, and all the troops in rbed region have been confin- rracks.

GUGGENHEIMS TO INVADE ISLAND

Believed They Have Secured Control of Big Interior Group

PROPERTY TO BE INVESTIGATED

Preparations For Work Now Under Way—Location is Near Alberni

A recent arrival from Alberni reports that there are indications that extensive development work on the Big Interior group of mines is soon to be commenced, and there is reason to believe that the Guggenheims are at the back of the enterprise. During the past winter very little attention was paid to this property, but it was said that as soon as the snow had disappeared sufficiently, experts from outside would undertake a thorough examination, and preparations for this are now under way.

The Big Interior group consists of seven claims, located by Messrs Drinkwater and Nicholls of Alberni. It is situated on Great Central lake around which there are several claims of less importance. This inland sheet of water can now be reached with ease from the town of Alberni, a distance of twelve miles by wagon road, the elevation of the lake being 200 feet above the sea. It presents the same physical features as do the inlets which indent the west coast of Vancouver island, the mountains rising abruptly from the water, with here and there a valley extending back for a considerable distance, the most important valley being that extending to Ash lake on the north-east.

The general extent of the lake is east and west, and it is about twenty-five miles long by a mile or so wide. At its western end two creeks flow in, heading from mountains still farther to the west. A trail from the lake follows the most northerly of these creeks on a gradual ascent for a distance of ten miles until it ends in a basin, shut in by high mountains, the basin having here an elevation of 1,500 feet above the Great Central lake, or 1,700 feet above the sea. To the south a precipitous bluff rises, 2,075 feet high, from which pours a considerable stream of water that barely touches the rocks until it reaches the bottom, breaking into a mass of spray in its descent. The ascent of the bluff requires strong muscles and the aid of the small bushes which cling so tenaciously to the clefts in the rock. On the top there is a small rocky plateau or basin enclosing a lake about half a mile long by a quarter wide, the elevation of the lake being 3,350 feet above the sea. This mountain lake, situated in the heart of Vancouver Island, with snow-clad mountains rising 3,000 feet above it and the blue crevassed glacier of the "Nine Peaks" showing up to the south in the morning sun, forms a beautiful scene.

The Big Interior claims are reached from the head of the small lake referred to by following up a small second basin, slightly to the north of the main basin, about a quarter of a mile. The head of this second basin is hemmed in on three sides by precipitous cliffs a thousand feet high on which rsts a snow cap, terminating in peaks which are 2000 feet above the lake below.

In a recent report to the minister of mines, Herbert Carmichael, assayer, who made an examination of the property says:

Practically this entire face, some 4,000 feet wide by 1,000 feet high, shows the strong red color due to iron stain, while at the base there are thousands of tons of the same rock which have been mined by the action of the elements. A closer examination shows this cliff to be a granitoid rock, mineralized with copper pyrites, pyrrhotite and pyrite in varying proportions, some zones showing strong mineralization, while in others it is more sparse. To the west the rock assumes a brecciated structure and has been cemented together by a filling of calcite, with a considerable impregnation of copper carbonates and into this zone a tunnel has been driven a distance of 31 feet. The ascent of the bluff is somewhat dangerous, owing to the rather precarious foothold and the absence of vegetation, the top being reached at an elevation of 1,375 feet above the small lake. From the top of the bluff a snowslide was followed until a further elevation of 500 feet was reached, at at which point the ore is uncovered and shows the strongly mineralized granite mass which is seen to penetrate a nearly horizontal strata of limestone, alternate bands of which continue to the top of the mountain 500 feet still higher. This sharp ridge, with an altitude of 5,700 feet, may be considered as the backbone of Vancouver Island, shedding the water to the south down the Alberni canal, to the northeast down Butte lake and the Campbell river, and to the west by Bear river into Clayoquot sound.

"The mineralized zone, showing in the face of the cliff to the north of the basin and forming the great mass of low grade mineral on the property, is so large, so inaccessible, and the mineralization so scattered, that it would be impossible to obtain anything approximating an average general sample of the exposure without the expenditure of an amount of time and money not justifiable under the circumstances. However, at the foot of the cliff there is a talus extending the whole length or width of the mineralized zone, made up of material broken away from the whole face of the zone in question. While this talus may to a certain extent have been affected by weathering, it still may be considered a very appropriate sample of the inaccessible cliff. Samples were taken from this talus, from which it is judged that approximately the central portion of the mineralized zone will assay from one-half to one per cent copper, with from 1 1-2 to 2 ounces of silver per ton, and a trace of gold. These values extend over a width of about 1,500 feet, while to the right the mineralization gradually fades off into the country rock.

"To the left of the mineralized zone is what has been called, for purposes of designation, the brecciated zone, and which is merely a continuation, to the left, of the mineralized zone which has here been subjected to a crushing due to movement, and in which the interstices between the fragments of the rock have been filled with secondary minerals, chiefly calcite, with some carbonate of copper, forming a secondary enrichment. This secondary enrichment has taken place as would be expected, along defined channels, producing streaks of higher grade mineralization often forming commercial ore. Here again no general sampling was possible, although a tunnel has been driven for some 31 feet into the bluff, it was found impossible to examine the face of the cliff for 10 feet on either side of the tunnel mouth.

"The mineralization just described, and which forms the great bulk of visible mineralization on the property, is admittedly very much diffused through the rock, and is consequently so low grade to be of value only if found to be amenable to some form of concentration, and of which there seems to be a fair propability.

"On the top of the mountain, in the knob shown to the left of the centre in the sketch herewith, is an area in which the mineralization seems to be more concentrated, producing in places ore of a grade to stand transportation and treatment charges. This higher grade ore appears to occur along the lines of contact of alternating bands of granite rock and limestone. The extent of the latter deposit it was found impossible to determine, as the ore was found to be covered in most places by a heavy capping of gossan, and in many places seemingly permanent snow and ice covered up the formation. While the future of the property is far from being proven, the very great extent of the mineralization, with occasional concentration, certainly renders the proposition worthy of most careful investigation and prospecting."

The steamer Wellington, now at Comox, will leave in a few days to carry coal to Skagway. Capt. McDougall of this city leaves today to join the vessel as chief officer.

SEALING PATROL HAS TAKEN A NEW PHASE

Japanese Warship Musashi Reported Ordered to Behring—Russian Cruisers Guard

H. M. S. Shearwater which is to leave Monday for the Bering sea on a sealing patrol cruise, will be one of a numerous fleet in northern waters this year. According to advices received yesterday by the steamer Tango Maru the Japanese gunboat Musashi, now cruising in the waters off Saghalien has been ordered to Bering sea to patrol during the sealing season in consequence of a large number of Japanese schooners which are proceeding to Bering sea this season. This is the first time the Japanese have sent a vessel to Bering sea.

There are five United States revenue cutters in Bering sea this season, whereas but three have been despatched in previous years, and if the following from the Japan Gazette is correct Russia also purposes to have two vessels in Bering sea. The Japan Gazette says:

"The Russian steamer Commander Bering (350) tons arrived at Nagasaki from Odessa, via Shanghai, June 10th and will leave for the Bering sea to watch poachers in that direction. Her sistership will also arrive at Nagasaki in two or three days en route to Vladivostok."

It is more probable that the Russian vessels will be despatched to guard the Copper Island rockeries which are still held by Russia. A numbe of raids on the islands were made last year by Japanese schooners.

Railways of the United Kingdom carry over 450,000,000 tons of goods yearly. Of this amount Ireland's share is only 6,000,000 tons.

Victoria Fire Fighters—History of Department

Herewith are views of some of the chief apparatus of Victoria fire department, taken in front of the headquarters hall on Cormorant street. The department, which is successfully officered by Chief Thomas Watson and Assistant Chief H. McDowell, occupies four halls, has a staff of 28 men all told, and was organized on the "full-paid" principal July 1, 1905.

The department can boast of as creditable a record as any of a city of similar size in America, and better than a majority, the annual loss for many years past being very low. The

"John Grant" Steamer, Victoria Fire Department.

Colonist in its issue of Sunday, January 20, 1901, published a very interesting paper on the history of the Victoria fire department, by its, then, chief, Thomas Deasy, who is now chief of the Nelson department. Mr. Deasy's paper, in part, reads as follows:

It is a difficult position in which to place the chief of a great fire department when he is asked to write a brief history of the people he has been connected with for thirty years. Words of praise are usually considered "puffs," while censure brings down the wrath of those who stand on the sidewalk and view our work from the standpoint of their immediate friends in the service. It would be better for some of the ex-chiefs of the volunteer days to give their experience during the early days of the city. We have several of the gentlemen with us yet, while the majority have crossed the silent river after years of faithful service.

Among the ex-chiefs of the fire department living in our midst are: Simeon Duck, Joseph Wriglesworth, Samuel Kelley, A. Borde and T. J. Burnes. Of the old volunteer firemen still alive I remember working with Lewis Lewis, R. Homfray, Mayor Hayward, Joe Levy, H. E. Levy, Richard Hall, M.P.P., Ald. John Hall, F. Norris, J. Loewen, W. Harrison, B. Howarth, F. Miller, E. J. Salmon, H. Mansell, H. L. Salmon, L. F. Bauman, L. G. McQuade, A. A. Aaronson, H. Gribble, E. Williams, H. Gayden, C. A. Lombard, F. Allatt, W. Wilson, J. W. Bland, T. Shotbolt, Joshua Davies, John Crowther, R. Savage, G. E. Smith, T. Geiger, Jacob Sehl, F. Shakespeare, L. Marks, D. R. Harris, W. H. Huxtable, H. F. Bishop, E. H. Fletcher, J. Flewin, John Coughlin, G. Creed, W. F. Fullerton, L. Goodacre, J. R. McKenzie, W. J. Deasy, C. Bush, H. P. McDowell, G. H. Maynard, H. Richardson, J. W. Switzer, E. Hodges, T. H. Hodges, E. North, A. E. Carter, and a number of others whose names I cannot recall at the present moment. One of the Old Guard, Frank Sylvester, is engaged in compiling a history of the Volunteer Fire Department, from the date of organization until 1886, when the corporation took over the management of the affairs of the fire service.

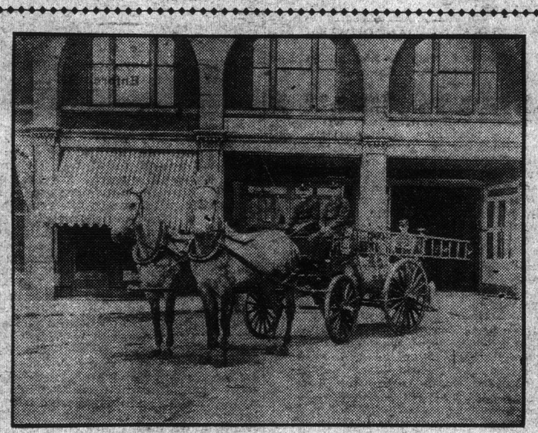
The volunteer fire department dates from October 19, 1859, after the destruction by fire of Patrick's corner, at the intersection of Government and Johnson streets. The late Amor DeCosmos was the moving spirit in organizing the volunteer fire department, and opened a subscription list for the purpose of purchasing a truck and an alarm bell. In a few days the sum of $1,300 was subscribed. The truck purchased is still in existence and can be seen in the grounds adjacent to the Jubilee hospital. The alarm bell hangs in the tower of No. 2 Fire Hall, on upper Yates street. The clear tones of the hook and ladder company's bell called the firemen to duty for forty years, and is still the harbinger of every new year. I have several souvenirs of the old fire department, including a banner, presented by the ladies of Victoria in 1860, and the framed picture of John C. Keenan, one of the first of the officers of the Old Brigade.

Shortly after the organization of the Union hook and ladder company, the citizens decided to have two engines, and the "Tigers" and "Deluge" companies were organized, purchasing hand engines and hose carts. The rivalry between the two water companies proved of great value on numerous occasions. It was the sole ambition of every fireman to place on record the fact that his particular engine furnished the first stream of water after the alarm had been received. It was the custom, in the early days of the fire department to have alarm bells in the three fire halls, and the person noticing a fire would run to the nearest station in the vicinity of the fire and ring the bell. The members of the department would assemble at their respective halls and confusion would often arise before the locality of the fire could be discovered. Electric alarms and telephones were unknown in the early days, and the firemen dragged the apparatus through the streets by night and by day. The proof of the efficient manner in which the Old Guard watched over the lives and homes of the people lies in the fact that at no time did a serious conflagration sweep over the city. The volunteers had their annual picnics, balls and social gatherings, and the time when "they ran with old machcheen" always remains as a pleasant remembrance of the days "that will never come again."

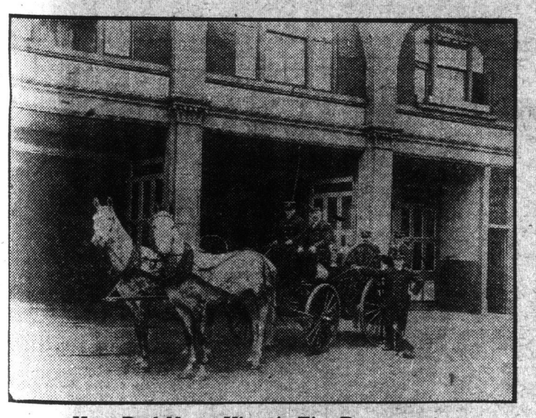
Before going into the equipment of the fire department of the present day and the means employed to suppress fires, I would like to direct the attention of the citizens to the pioneers of the fire service, the men who sleep in our cemeteries, forgotten by all with the exception of immediate relati During 26 years, in summer heat, and winter cold, without hope of reward, the volunteer firemen responded to the dread alarm of fire. Many died from the effects of the hardships endured. Their brother firemen laid them at rest and the busy world went on without a thought of the many sacrifices made to preserve their lives and homes from destruction. It is not my intention to take one iota of praise from the brave lads who laid down their lives in the defence of flag and country; but it is to the credit of our nation that, in all walks of life, heroes will be found. When the half-clad fireman rushes forth to battle with an insidious foe that threatens the lives and property of his neighbor, he stands forth a hero and deserves recognition. It matters not whether brave deeds are performed on the battle field, the sky-scraping roof of the city structure, or when a man carries an unconscious form from the blazing door of a home in the smallest hamlet. The volunteer firemen knew no race, class or creed. At the sound of the fire alarm they went forth to battle with a foe that threatened all alike. Without question they entered buildings filled with poisonous fumes, and fought manfully for the suppression of a common enemy. The same fight goes on today; but we go forth with the knowledge that our wives and families have something to look forward to if it should be our lot to lose our lives. All praise to the veterans of the Old Guard, the men who fought so nobly in the early history of our fair city.

On January 1, 1886, after notice to the mayor and corporation, the volunteer firemen decided to disband and turned over to the city the apparatus and fire halls. Mayor Rithet and the members of the city council met the board of delegates, in the meeting room of the board, and the formal transfer was made. The late C. J. Phillips was placed in charge of the department, and I was honored with the position of assistant chief. The purchase of three horses was decided on and with two old steam fire engines, one old truck and two hose carts, the paid system was inaugurated. With 18 call men, two permanent men, and two officers, the outlook for efficient work was not very promising. The good fortune that attended the fire department during the volunteer days continued, and until the present time Victoria has enjoyed immunity from the fate that has overtaken every surrounding city.

On January 1, 1888, a change took place in the fire department of the city, the ratepayers honoring me with the position of chief. With obsolete apparatus and a limited number of firemen it was a difficult proposition to keep the fire losses within bounds. The first move was the introduction of an up-to-date steam fire engine, followed by the purchase of an aerial truck. In a short time the Gamewell fire alarm system was introduced, followed by the chemical engine. In order to answer alarms promptly, horses and quick-hitching harness became necessary. James Bay district required protection, and it became necessary to instal a hose wagon in that neighborhood. The residents of upper Yates street considered that life and property would be better protected by the erection of a fire hall and the placing of a combination chemical engine and hose wagon therein. Victoria West secured a new hall and modern equipment, and the apparatus from the two central halls was removed to the building now known as headquarters. The last mentioned building is the largest and best equipped fire hall on the Pacific coast. The apparatus on the ground floor consists of two steam fire engines, one aerial truck, one double-sixty Champion chemical engine, one two-horse hose carriage, one chief's wagon. Eleven horses occupy stalls in the building and accommodation is provided for 26 men. On the Cormorant street side of the structure the offices and living apartments of the Chief are provided. Extension beds are provided from the telephone and outer doors, and the lighting system is connected with the fire alarm, thereby illuminating the building throughout, immediately on the receipt of an alarm. The steam engines are heated by gas machines invented by the firemen. On the apparatus are cellar pipes, hose bridges, small chemical extinguishers and all of the necessary appliances for fighting fires. In the event of large fires it was considered advisable to have a large quantity of coupled hose on hand and a platform was erected on which the hose is laid ready for use at a moment's notice. The department is provided with every modern convenience and the losses by fire for the past ten years prove that Victoria has been, to say the least, particularly fortunate



Chemical Engine, Victoria Fire Department.



Hose Reel No. 1, Victoria Fire Department.

Aerial Truck, Victoria Fire Department.

A girl seventeen years old has accomplished the extraordinary feat of ascending a church spire 260 feet high, in the teeth of a gale of wind. A steeplejack had undertaken to ascend the spire of All Saints', Hereford, the highest in the west of England, when Miss Elsie Heins, the daughter of one of the church wardens, volunteered to accompany him. The ascent was made by means of a steeplejack's cradle. In spite of the force of the wind and of the swaying of the cradle, the girl, says the steeplejack, was remarkably cool all through the perilous ascent and descent. The ascent was made on market day, and a great crowd watched in thrilling suspense every movement of the swaying cradle. Traffic was entirely blocked by the crowd until the girl had gained the summit and descended safe and unharmed.

Suits for Coolness

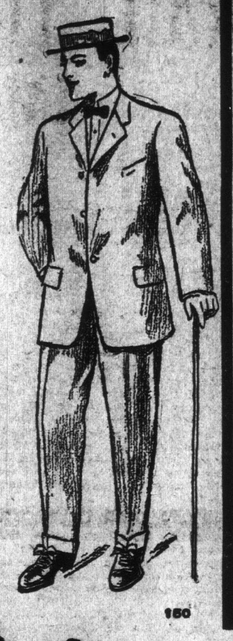
All the hot weather aristocrats are here—

English Flannels
Imperial Serges
Gray Worsteds
Scotch Tweeds
Irish Homespuns

Light fabrics, dark fabrics and plenty in between — from the dignified plain effects to all manner of daring stripes, plaids and mixtures.

No trouble to pick out your summer suit, with so much elegance to choose from.

$15, $18, $20. and up.



160

Fit-Reform

73 Government St., Victoria, B. C.

Hazelton and Bulkley Valley

Prospectors and intending settlers can be fully equipped at R. S. Sargent's General Store at Hazelton. All prospectors' groceries packed in cotton sacks. Small pack train in connection with business.

—Drop me a Line —

R. S. Sargent, - Hazelton, B. C.

Fourteen years in Business at Hazelton

QUALITY COUNTS!

White Swan Soap

Is the purest soap on the market. Each cake is guaranteed absolutely pure, therefore the safest soap to use.

The Wrappers can be Exchanged for Premiums

Frictionless. TRADE MARK

FRICTIONLESS, on Bearing Metal, means what "STERLING" does on Silver.

AN ABSOLUTE GUARANTEE.

Put this metal in any place where all others have failed to keep a Journal cool. For sale by

The Hickman, Tye Hardware Co., Ld.

VICTORIA, B. C.

32 and 34 Yates Street. Telephone 59.

Hot From The Press!

HAVILAND'S DANCE FOLIO

No. 4

Containing the popular

"ARRAH WANNA"

and 10 others

FLETCHER BROS. MUSIC STORE

NOTICE

Raymond & Sons

7 PANDORA STREET

Wish to inform their numerous patrons that they have in stock a full line of

Satin Finish English Enamel and American Onyx Tiles

The latest old and new styles in

Mantels. Full Sets of Antique Fire Irons and Fenders

Copied from designs that were in use during the seventeenth century.

We also carry Lime, Cement, Plaster of Paris, Building and Fire Brick, Fire Clay. Please call and inspect our stock before deciding.

Subscribe for The Colonist