Japanese Stationary

Latest Advices Received in St. Petersburg Show Kuroki Has Not Moved.

Fresh Troops From Europe Will Now Face the Enemy in Far East.

Although Amply Reinforced Gen. Kuropatkin Will Not Fight at Mukden.

St. Petersburg, Sept. 19.—While still insisting that General Kuropatkin has sufficient troops at Mukden to contest the Japanese advance, the war office admits that it is not likely that a decisive battle will be fought there. Everything goes to show that the main Russian position is now at Tie pass, flanked by hills running out on the left and by the river on the right.

Official reports to the war office are to the effect that the Japanese did not make any further move towards Mukden until Sept. 17, when reconnaissances in force disclosed that they were still massing at Yentai and Bentsiaputze. No Japanese have been discovered east of the latter point. The reconnaissances, General Kuropatkin says, were brilliantly carried out by Generals Samsonoff and Rennenkampff's Cossack brigade, with a mixed detachment of infantry and artillery under Rennenkampff's personal command. They captured a village north of Bentsiaputze, which was used as a pivot. The Russians drew off later, losing a few men killed or wounded, after securing valuable information regarding the Japanese strength and position.

A couple of days earlier General Mischenko's detachment of Cossacks reconnoitred toward Yentai, at the cost of a few score wounded, as reported in the Associated Press despatch from Mukden September 16. General Kuropatkin says he reviewed yesterday the 5th division, commanded by General Stetamareff, which had just then arrived at Mukden. It belongs to the first European corps, of which the 22nd division, General Afatasovitch, reached Liaoyang in time to take part in the battle there. The appearance of the newly arrived European troops at Mukden, instead of being evidence of the complete Russian concentration there, many persons hastily assumed, is not likely due to the decision of General Kuropatkin to get these fresh and rested troops in contact with the Japanese and give the soldiers who suffered the brunt of the fighting at Liaoyang opportunity to rest and recuperate.

PETER'S CORONATION.

Belgrade, Sept. 19.—The city which is lavishly decorated is filled with visitors but there is no great enthusiasm over the approaching coronation of King Peter, which will occur Wednesday. The weather is cold and rainy and the rains mar the festivities. Only the governments of Germany, Austria, Italy and Roumania have sent special messengers to congratulations. The other powers will be represented at the coronation in a merely formal manner, and some of them, like Great Britain and Holland, have withdrew their ministers after the assassination of King Alexander and Queen Draga, are taking practically no part in the affair. In fact the memory of the regicides still casts a shadow over the court. It is rumored that King Peter receives threatening letters and is constantly in communication with the secret police.

All the powers have instructed their ministers to attend the coronation of King Peter, except Russia, whose action has caused a sensation

TO SMELT THIS MONTH.

Montreal & Boston Plant Getting Ready at Phoenix.

Phoenix, B. C., Sept. 19.—The Montreal & Boston Consolidated Mining & Smelting Company in two weeks should be shipping ore to the company's smelter at Boundary Falls at the rate of from 300 to 400 tons per day. By the end of next week the refitting and widening of the Brooklyn incline shaft will probably be completed.

The Stemwinder men started to put in the new gallows frame.

If the new air compressor that has been used is placed in commission, the Brooklyn group, by arrangement with the Granby company, will lease sufficient air to operate five or six drills. The work of stripping and preparing the sawhide, another of the Brooklyn group, but located a half mile distant, is progressing steadily, and it is expected to secure a considerable tonnage from that property.

Colonel George Pope of New York, president of the Montreal & Boston company, and a well known business man of New York, together with A. H. Ellis, secretary treasurer of the company, and possibly some others of those who recently became interested, will shortly take a trip west and visit the properties of the company.

SIR HENRY'S FAREWELL.

London, Sept. 19.—Sir Henry Irving ended his farewell season in the provinces at Cardiff tonight, appearing in "The Merchant of Venice" with Edith Wilson as Portia. The house was packed and the audience gave an enthusiastic reception both to Sir Henry and Miss Mathison. The report published in America that Sir Henry has married Miss Mathison as leading lady to succeed Ellen Terry is incorrect. The basis for the story being in the fact that Miss Mathison will play such roles as Portia. Maud Feely will support Sir Henry as Rosamond in "Becket," Julie in "The Lyons Mail," Nora in "The Story of Waterloo," etc., throughout his farewell tour here and in the United States. Sir Henry will play "Becket" here tomorrow.

TRENCH SHORE DISPUTE.

Ships of Both Nations Meet to Aid in Adjusting Acute Troubles.

St. John's N. F., Sept. 19.—The British warship Charybdis and the French cruiser Lavoisier arrived here today. The commanders of these vessels will confer with the colonial government relative the difficulties between rival fishermen over the phases of the French shore dispute, which have grown acute in the last few weeks. The flagships will remain here and take part in the reception of Sir William McGregor, the newly appointed governor of Newfoundland, who is expected to arrive on Sunday.

GIFT VALUABLE ESTATE.

San Francisco Man Who Lived in Two Rooms Possessed Over $2,000,000.

San Francisco, Sept. 19.—Samuel Rodgers, who recently died in San Francisco and had lived simply in two rooms, his estate was found to be worth $2,222, all of which was in valuable stocks and bonds, except some real estate valued at $400,000. The aged man left a will in which he nominated Julius Kahn, of San Francisco, as executor, and left a great many heirs, extending from Scotland to the Pacific coast, where he was born in Galway.

The End Of The Game Case

Wall and the Johns Sentenced to Pay Big Fines for Shooting Out of Season.

No Evidence Given in Defence—Ineffectual Argument on a Point of Law.

(FROM WEDNESDAY'S DAILY.)

The trial of the charge against E. J. Wall, Jas. John, Richard John and Richard John, jun., of having had grouse in their possession at Fulford harbor on August 31 last, was concluded in the Provincial Police court yesterday, when the accused were convicted and sentenced to heavy fines, and in default, imprisonment. The deputy attorney-general, Mr. McLean, appeared for the prosecution, Mr. Harold Robertson for the accused and Mr. T. E. Pooley watched the case in the interests of the Game Protective Association.

The evidence for the prosecution was concluded at the previous sitting of the court, and yesterday Mr. Robertson moved for a dismissal of the summons on the ground that the Provincial Game Act, in providing penalties, was ultra vires of the province. Mr. Robertson also asked for the dismissal of the summons as against two of the accused, namely, E. J. Wall and Jas. John, on the ground that there was no direct evidence against them. He argued that while evidence had been given to the effect that these two men had been members of a camping party, and that adjacent to their camp there were a number of grouse, direct possession of those birds had not been proven against Wall and Jas. John. In respect to the other two accused, there was some evidence of them having been seen packing the birds in the boat prior to leaving the camp on September 1. In the case of a criminal charge, such as possession of stolen property, the criminal code provided for proof of possession on such evidence as had been presented in this case, but this was not a criminal charge within the code, but one laid under the Game Act. In this case therefor, he claimed that, in order to convict, it was necessary to prove direct possession by each and all of the men convicted. Mr. Robertson admitted that the presumptive evidence against all of the accused might be strong, but that, he said, was not sufficient.

Mr. Robertson then, in support of his second plea that the Game Act was ultra vires, shifted his ground somewhat and argued that, as the act provided fine or imprisonment as penalties for infringement of its provisions, the offence was a crime within the meaning of a decision in the Privy Council in the case of the attorney-general vs. the Hamilton Railway Company. This decision, in brief, is to the effect that section 91 of the British North America Act makes it incompetent for the provincial legislatures to enact legislation infringing on the criminal law of Canada. Mr. Robertson argued that the provincial Game Act provided fine and imprisonment as penalty for the contravention of its provisions and thereby infringed upon the criminal law.

Mr. McLean, in reply, took up first the question of the value of the evidence adduced against the four accused. He said that the magistrate, sitting as a jury, could take into consideration all the facts of the case. The accused had gone to a wild place some time before August 31, and on that date grouse had been seen hanging to trees near their camp. It had been made clear from the evidence that they formed a hunting party and had gone to Fulford harbor in order to shoot game and had carried out their intention. There was evidence of the accused having guns with them and having been out on an expedition in the woods. He claimed that it was quite clear that they had been in possession of the grouse seen at the camp. Moreover, two of the men had been seen packing the game in their boat and the others had been seen assisting in other business about this boat and finally all had gone away in it. There had also been evidence given of conversation with the accused in regard to their shooting out of season, and they had not denied it, one of them going so far as to say that he would go there to shoot game when he pleased.

On the constitutional side of the question, Mr. McLean said he would not occupy much time. The B. N. A. Act clearly gave the provincial legislature the right to enforce its laws by providing penalties. The decision by the Privy Council quoted by Mr. Robertson in support of his contention that the Game Act was ultra vires of the province, was not meant to apply to such offences as contraventions of the Game Act. It was true that the province could not create new crimes, but offences of the kind now under consideration were altogether different and such legislation was authorized by sub-section 15 of section 92 of the B. N. A. Act. It was obvious that unless the legislature had power to enforce its legislation by providing penalties, its legislation would be ineffective and useless. The decision of the Privy Council did not mean that, and the case on which it was given was entirely different to the case before the court.

The magistrate upheld Mr. McLean's view that the Privy Council in the case quoted never intended to nullify the legislative power of the provinces in the manner claimed by Mr. Robertson.

After commenting briefly on the argument, the magistrate continued: "In this case I am bound to convict the accused. The evidence against them is absolutely clear and the facts are not in dispute. Section 61 of the code would bring in all the accused, as it has been shown that they had a common intention to prosecute an unlawful purpose, that they carried out that intention and are all guilty of it. I find, as a matter of fact, that all the accused were in possession of the grouse, and they are convicted. Some of the accused have shown considerable indifference to the law. Jas. John announced to one of the witnesses for the prosecution that he would go and shoot game when he pleased, in season or out of season, while Wall and Jas. John both stated to another witness that their shooting out of season was no business of his. Richard John took his son with him to violate the law."

Magistrate Hall then sentenced Wall, Jas. John and Richard John to fines of $70 each, and Richard John, jun., to a fine of $40, discriminating in this case on account of the youth of the party. The fines are to be paid on or before the 27th inst., in default to be levied by distress, and in default of distress, 30 days' imprisonment.

Chinese Building.—A great improvement is being made by the building of a two-storey house opposite police headquarters, on a site formerly occupied by a number of Chinese shacks. The new building is of brick and has a sixty-foot frontage. It is being put up by the sons of Wah Gun, a Chinaman who amassed a snug little fortune in Victoria and who is now living in luxury in his native land.

Of Events in The Old Land

Clippings From Exchanges Just Received From Europe And Elsewhere.

Happenings of Most Recent Date in Great Britain and the Continent.

ENGLAND.

Lord Rosebery is writing an introduction for a book dealing with Canada in relation to fiscal policy.

As to crime by aliens reports show that the Americans in England are five times as criminal as the Russians and Poles.

King Edward has given his consent to a statue of himself being erected at the King Edward Grammar school, King's Lynn.

Lord Haddo, son of the Earl of Aberdeen, has agreed to stand as Liberal candidate for East Berkshire at the general election.

One-fair of the population of Southwark, says a solicitor practicing in that district, live by lending money to the other half.

Bayonet fighting is now a regular exercise in the army, and it is quite as good, if not better, physical exercise than the old "bayonet exercise."

Because an electric car service would have been too expensive, Bolton corporation has started a motor omnibus between that town and Darcy Lever.

Miss Leppie, of Benwell, Newcastle, fell from the Scotch express near Peterborough, but had a marvelous escape, her injuries being comparatively slight.

On the ground of desertion, Mrs. Ben Vijoen, the wife of the Boer general, is, says the Cape Times, taking proceedings against her husband for restitution of conjugal rights.

Rushing to rescue her two-year-old baby, which was playing on the line in front of an oncoming express, at St. Fillan's Perthshire, mother was a second too late. Both mother and child were killed instantaneously.

Sixty-eight feet is the length of the petition which has been laid by the residents in North Camberwell before the London County Council protesting against the proposed change of the names of Church street and South street.

It is stated that the bill "for the regulation of wireless telegraphy," which the postmaster-general is to submit to the next parliament, aims at making wireless telegraphy a government monopoly throughout the United Kingdom.

The death has taken place of Mr. Herbert Jennet Furst, the oldest cricketer in the world. He was born in 1806 and was thus in his 99th year. He played for Eton and Harrow in 1822 and was the last survivor of the first match between Oxford and Cambridge.

The late distinguished London surgeon, Sir William M. Banks, was born and educated in Edinburgh. He settled in Liverpool, where he was celebrated as a teacher of anatomy. He gave an address on surgery at the Montreal meeting of the British Medical Association.

IRELAND.

One of the Boer guns has found a resting place. It is to be placed in the Belfast Museum.

Lord Behew has been elected a representative peer for Ireland, vice the late Lord Powerscourt.

Queen Alexandra gave orders that all her linen and tweed gowns for Cowes' week should be of Irish manufacture.

The Irish department of agriculture and industries has taken over the working of a jam factory at Drogheda.

The well-known Judge O'Connor Morris died on the 3rd inst. at Tullamore, aged 80. He was a writer on Irish land questions.

The soap and candle factory of Brown & Sons, Donaghmore, Tyrone, was burned down on the 5th inst. Two hundred hands are idle.

Nine thousand new claims for votes have been lodged in Dublin. There are also 12,000 objections. The revising barristers anticipate trouble.

Dr. Patrick Hayes, formerly of Dublin, desired in his will that all surgical manuscripts and plates or illustrations of diseases left by him should be burned.

Lord Bangor, who has just celebrated his 77th birthday, comes of a good old Irish family, the title having been created in favor of Bernard Ward, M. P. for County Down.

At a general meeting of the Gaelic League of the county Wexford, in New Ross, Rev. Mark Byrne, one of the honorary secretaries of the Wexford Feis committee, reported that the profit on the last Feis, which was held in Wexford town, amounted to something between £100 and £110.

The death of the Very Rev. Dean Dooley, one of the best known Irish priests in London, took place at Margate. The deceased clergyman, who was a native of Waterford, spent all his missionary life in the archdiocese of Westminster, where he was distinguished by his extraordinary zeal and success in some of the poorest and most trying parishes of London.

FOREIGN.

A society for the prevention of dust on roads has been formed in Germany.

Germany's trade for the past six months shows a great increase over the same period of last year.

France has kept 200,000 tons of coal stored at Toulon since 1890, to be ready in case war should break out.

The Krupp company has received such large orders from Russia for war material that the shops are working overtime.

Near the German town of Cassel a sportsman named Konig, shot dead a child of six in the twilight. He had mistaken the child, who was leaping about among the furze, for a deer.

Blood

Keep your blood clean as you keep your body clean. You don't wait until your body is foul before you cleanse it.

It is a matter of surprise that many people who are so careful to have clean bodies make no effort to keep the blood clean. Everyone knows that uncleanness breeds disease; that those who do not keep their bodies in a wholesome condition and who dwell in filthy surroundings are the first to fall when some epidemic of disease sweeps the country. But foul blood is more dangerous to the individual than a foul body. An unclean body is rather a passive than an active hindrance to health. But unclean blood is an active threat against the very life—it makes the body a prepared breeding place for disease.

It is part of Nature's plan for human safety that in many cases where the blood is impure or corrupt she sets a sign on the body in proof of the corrupt current that is flowing through the veins. Scrofula with its disfiguring sores and scars, eczema with its irritation, salt-rheum, tetter, eczipelas, boils, pimples and other eruptions are only the outward signs of the impurity of the blood. But often in the earlier or simpler stages of the blood's impurity there are no outward signs of this condition; only dull, languid, sluggish feelings, which are commonly attributed solely to the sluggishness of the liver.

Of all preparations for purifying the blood Dr. Pierce's Golden Medical Discovery easily takes the first place. It eliminates from the blood the elements which clog and corrupt it, and which breed and feed disease. It acts directly on the blood-making glands, increasing their activity, and so increasing the supply of rich, pure blood which is the life of the body.

Accept no substitute for "Golden Medical Discovery." There is nothing "just as good" for diseases of the stomach, blood and lungs.

Dr. Pierce's Medical Adviser, paper covers, is sent *free* on receipt of 21 one-cent stamps to pay customs and mailing *only*. Address Dr. R. V. Pierce, Buffalo, N. Y.

Finest Pithead On The Coast

Located at Northfield Property of the Western Fuel Company.

Every Device to Save Time and Labor Has Been Utilized.

Nanaimo, B. C., Sept. 17.—As already reported, President Howard, of the Western Fuel Company, arrived here last Sunday from San Francisco. It was anticipated that the new pithead at No. 1 would be ready for work the following day, and Mr. Howard came up expecting to see operations resumed after the months of inactivity which followed the disastrous fire of Sunday, May 29. The pithead, however, was not ready and it will be still a few days before coal is hoisted. Lack of material has been largely to blame for the delay, supplies coming to hand very slowly. It almost seemed as if the stocks of cement, etc., in the province had been depleted just about the time the fire happened. At any rate only small quantities of the material needed dribbled in, and the exasperated management saw the fine days passing by without that progress being made which the careful planning of the work had given them the right to expect. Today corrugated iron is being used up faster than it is being put on the ground and parts of the building are open which would have been closed long ago had the material been at hand. Just now, however, it is not the want of material which is blocking the way, but those particularly trying difficulties in the fitting together of complicated machinery which harrow the souls of everybody connected with a work of importance when every minute counts.

It is gratifying to know, however, that when the first car of coal is hoisted it will be received on the most perfect pithead on the Pacific coast. The Northfield No. 4 pithead, which is also in course of construction, will be still finer when completed, but for a short time No. 1 will reign as the model pithead. Every device has been adopted which will save time and labor, and consequently reduce the cost of the coal—a most important matter in these days of oil competition. Many of the ideas which have taken practical form have been originally suggested by Mr. Howard himself, and worked out by the able corps of experts who are superintending construction, and of whom Mr. A. W. Bowman is at the head of the civil engineering, and Mr. A. Hamilton, of the mechanical engineering branch. It was the former who designed the pithead itself and laid out the elaborate track systems above and below. The principal feature, of course, is the great head frame, towering 85 feet from its cement foundations to the sheaves over which pass the steel cables which raise and lower the heavy cages. This is nearly thirty feet higher than the old head frame. Although the timbers are much more slender than those they replace, 100,000 feet of lumber went into them alone, and the system of bracing is the admiration of all who see it. Lightness has been combined with strength to such a degree that the structure will be steadier than its predecessor. In the main tipple building, the floor of which is over 36 feet above the tracks, there will be plenty of room as it has been planned on a generous scale, having a frontage of 125 feet with a width of 32 feet. A "P," also 32 feet wide, projects from the rear and connects the building with the weighhouse. As already remarked, everything is covered in with corrugated iron, the lesson taught at the fire, when corrugated iron saved the boiler room, having been taken to heart. It may be mentioned that even the new sawmill, which is being erected in another part of the city by Mr. Andrew Haslam to replace that which he lost two weeks before the pithead was destroyed, will be protected in the same way. Everywhere about the pithead concrete has been used for foundations, so that the timbers nowhere are less than two feet from the ground, and thus clear of the wet, which starts rot. In the engine room 200 barrels of cement alone were used for the foundations on which the great hoisting engines and drum rest. The engines are of English make. To look at them now one would never think that they had been through the fire, that plates had been cracked and that they had been declared by experts as reduced to junk. To Mr. Hamilton it is due that they are working again today. A few steel plates and rivets show were repairs have been made, but nevertheless the engines are in better shape today than they were for years before the fire. For one thing they are laid absolutely true and work as smoothly as a sewing machine. It is a revelation of mechanical skill to see them turn over silently and swiftly hauling the big cage up without friction, jar or noise.

It is in the boiler room behind that one finds one of those ingenious devices mentioned above which materially reduce the amount of unskilled manual labor of an unproductive nature employed about the surface, and which, therefore, tend to substitute for many Mongolians using spade and barrow and white mechanics keeping machinery in order. Along the front of the furnace runs a grating set in the floor, through which the ashes drawn by the fires fall into a narrow pit. Two long screws, a right and a left hand, work the ashes out to a larger pit in the centre, and there a stream of water carries them down a pipe and deposits them in a car below. When the car is full it becomes one of a train which is hauled up to the new filling-in, the ashes, therefore, finding their way from the furnace to their destination in the ravine without any handling.

The automatic principle has a still fuller exemplification on the tipple floor. The empty cars stand on a slight gradient behind the landing stage. When the cage stops with a loaded car, the empty one kicks it off and starts it to the weigh house. Still traveling by its own weight, it passes over the tracks with their compound curves either to the chutes which supply the city on the one side, or to the gravity tipples on the other. The gravity tipple is simply a cylinder ten feet in diameter, into which the car runs, anchoring itself automatically and standing upright on a horizontal plane dividing the cylinder in the direction of its length into equal parts. The side of the cylinder above the car is removed, leaving an opening. When the cylinder is released the weight of the loaded car causes it to make half a revolution, which results in the car stopping in exactly the opposite position to that which it occupied at first and emptying itself through the opening mentioned onto the screens below. An empty car, which is on the other side of the cylinder, appears in its place. Thus the loaded car brings up the empty, which, as soon as the cylinder stops again, shoots out onto the track beyond and is automatically switched back onto another track, where it is caught by an endless chain and hauled to the top of the gentle runway, which brings it back to the cage ready to be sent down into the mine again.

Meanwhile the coal has descended onto the new screens, now improved by the addition of an eccentric connected with shafting, which gives them a vibration having the effect of pulling the coal back and downwards. There are two screens and they separate the coal into the several grades. Hitherto all the smaller grades have been passed through the washer, which takes out the small rock and dirt, but it is the intention of the company to use the dust in the boilers, feeding by means of a blast on a principle employed in the manufacture of cement. The plans for the necessary machinery are now under consideration. The coal which escapes the screens falls onto the picking table, where hand work is still employed, Chinamen picking the large pieces of rock out of the lump coal as the table carries it to the chute. It is more correct to say that the coal is laid down on the picking table rather than dropped there, for every effort is being made to have as little dropping of the coal and as little consequent breakage as possible. The apron from the screens is, therefore, to be extended so that it will come within half an inch of the table and save the drop of several inches which the old apparatus necessitated. Nor is this all. The old plan of filling a chute is to be abandoned and a long conveyer used instead. The end of this, which can be raised or lowered by simply turning a handle, will be placed in a car and the coal will be delivered expeditiously but without the crash and smash of emptying a chute. An adaptation of this device is to be employed also on the loading wharf. There an electric conveyer is being made which is to replace the old chutes. Of these there are three at different elevations. The trouble was, however, that at different states of the tide the vessel would be a little higher than one chute and have to take coal from the next above, which meant a drop of about eight feet. The conveyer will obviate this. It will be run out from the wharf into the hold of a vessel, and it will make no difference whether the state of the tide causes it to be inclined upwards or downwards from the wharf to the hatch. The conveyer will deliver the coal just the same at the rate of about a thousand tons an hour. The power to be used is electricity, furnished from the company's power house at No. 1.

Victoria's New Marine Railway

Description of First-Class Modern Plant on Shores of Inner Harbor.

Is Provided With all the Latest Improvements to Facilitate Docking.

FROM WEDNESDAY'S DAILY.

As noted in Sunday morning's Colonist, the big ore-carrying barge Oregon was successfully hauled out on the new marine railway and drydock now nearly completed at the Victoria Machinery Depot Company's premises, Rock bay. The Oregon is now receiving her repairs, and will, it is expected, be floated again in a few days.

The work on the marine railway and drydock has been under the direct superintendence of Mr. L. N. Musgrave, of Messrs. Crandall, Sons & Co., of Boston, Mass., one of the best known marine railway building firms in the world. Work was started on the railway on the first of April last, so that five and a half months only have been required to make almost important additions to Victoria's shipping facilities. The cost will be upwards of $60,000, and those who are competent to express opinions and criticisms on this class of work say that it is first-class value for the money and an excellent example of North American pluck and enterprise.

When it is remembered that the landward side of the work involved the cutting into a bank of uncommonly tough clay, and that hundreds of piles had to be driven for the track, while the water off the end of the railway had to be deepened to forty feet from eighteen feet, and all the structural steel and wood work done on the spot, the feat seems unusually prosperous. At Fairbanks there are but few men out of employment now, and all have their hands full of work.

The officers of the Dolphin report that there are many ice floes in Takiu inlet, and that as a consequence navigation is unsafe for vessels en route to the canneries for salmon. On the Dolphin were 200 barrels and 100 cases of salmon.

Among the passengers carried on the vessel was Major R. K. Evans, of Vancouver barracks, who has been making a pleasure trip to the North.

DRYDOCK FOR SALE.

Quartermaster Harbor Property Is Now on Market.

The Puget Sound Drydock and Machine Company's property will be offered by public auction at Tacoma, Wash., on Wednesday, November 23rd next. The dock is known as the Quartermaster Harbor Drydock, and the following description of the property should be of interest to capitalists who seek investments of a similar character.

The drydock was built in 1892 by R. W. Delion, at Port Hadlock, Jefferson county, Wash., and towed around to Quartermaster Harbor, where her upperworks were put on.

The drydock is 325 feet long, 100 feet wide, and 11 feet depth of hold, divided amidships into two compartments, which are subdivided by five transverse bulkheads, making twelve compartments. The midships keelson is 12 inches thick, transverse 10 inches thick.

There is a ballast tank on each side 10 feet wide and 32 feet high, running the entire length. The side tanks under deck are 10 feet wide and run the entire length of deck. There are four fresh water tanks, one on each end of the ballast tanks, 4 feet by 10 feet by 50 feet for boiler supply.

The bottom planking is 8 inches thick, the side planking is also 8 inches thick, deck planking is 6 inches. Ballast tank planked up to 14 feet with 5 inches fir and from that point up with 4-inch fir.

There are six Centrifugal pumps, connected direct to six Westinghouse engines. Each pump handles two compartments. These pumps are supplied by two Scotch boilers placed on top of the two ballast tanks; each boiler has its own feed pump, etc.

The dock is sheathed with galvanized iron, No. 14 on bottom and No. 12 for 40 inches up on the sides.

The keel blocks are 4 feet centres. Trussing under keel blocks are 8 feet centres. The keel blocks are adjustable and in three pieces; the top and bottom pieces are of cast iron and the wedge pieces of cast steel. They are topped with fir.

Bilge blocks can be run in from top of dock, and the shores are telescopic.

There are 80,000 superficial feet of wharf, with the following shops: Carpenter and blacksmith shop, 70x40 feet; storehouse and office, 25x50 feet. Fire pump and donkey engine house building for engineers supplies 10x10 feet. Also small platform and casing for electric signalling equipment.

The dock is in first-class condition, timbers, etc., having been thoroughly inspected recently and found to be in A1 shape.

THROUGH SHIPMENTS CLOSE.

No More Freight to Be Accepted to Go Beyond White Horse.

Seattle, Sept. 19.—Until further advised the Pacific Coast Steamship Company will accept no more freight destined to points beyond White Horse, Alaska. The company received a telegram from the White Pass & Yukon railroad yesterday giving notice of the close of through shipments. While it will be some time before navigation actually closes on the Yukon river from White Horse on down, it is evident that the White Pass does not care to place itself in the predicament in which it has found itself at the close of navigation in previous years.

Fearful Results From Oil Fuel

Steamer George Loomis Practically Destroyed by Terrible Explosion.

Was Believed to be Model of Safe Oil Burning Vessel.

FROM WEDNESDAY'S DAILY.

Little has been said in the British Columbia papers about the terrible disaster to the oil-burning steamer George Loomis, but the peculiar circumstances of her case call for some attention amongst shipping men. The Loomis was cited everywhere by advocates of the use of oil for fuel purposes aboard ship as an absolutely safe vessel, on which an explosion was utterly impossible.

She was owned by the Pacific Coast Oil Company, and on her trip from Portland, Ore., to San Francisco, two or three days ago, a terrific explosion took place in her stoke hole and wrecked the vessel, killing some members of the crew and horribly injuring a number of others who were within the deadly zone of the flying burning oil.

Here, then, was a vessel pointed to proudly by the fire underwriters as something wonderful in the matter of "improvements" in fuel consumption. There could be no such thing as an accident aboard her from the use of oil. She might run on the rocks, lose her propeller, or collide with other craft, but no trouble could ever come from her stoke hole; that was the one thing beyond peradventure. The unexpected has happened and there is much fishing to find the cause of the explosion.

The most reasonable theory is that the oil gas inevitably generated to a dangerous extent in such a close place as the stoke hole of a steamer at sea, must have become ignited, causing an explosion far worse than a steam explosion. This is only one of the many ghastly accidents which have followed the use of oil as fuel on steamers. The danger from this form of fuel is ever present, it adds grey hairs to the engineers' pates and keeps all hands aboard guessing when the blow-up will come. In fact, the use of this fuel simply adds an extra possible source of explosion to that offered by the boilers themselves. Instead of a vessel having only its boilers to watch for faults and flaws which lead to disasters, the engine room staff have now two sources of anxiety, and the latest one much worse than the first.

The Loomis was a fine vessel of 691 tons and 100 horse power. She was built in San Francisco in 1895, and was 175 feet long by 27 feet beam. Shipping men say that the terrible fate of the Loomis should give a check to the fad for changing coal-burning marine plants to oil-burning ones. The stuff is too dangerous for such uses.

GOLD FROM KLONDIKE.

Steamer Reaches Seattle From North With Precious Dirt.

Carrying 153 passengers and more than $250,000 in gold, the Alaska Steamship Company's liner Dolphin reached Seattle at 8:45 Monday morning from Skagway and way ports, says the Post-Intelligencer. Nearly ninety of the vessel's passengers came from Dawson and Fairbanks. Many of these brought with them gold which they kept in their own possession or in the hands of friends during the trip, so that it is thought that the treasure on the vessel possibly exceeded $300,000.

Passengers from the gold camps state that both in Dawson and Fairbanks the mines are being worked very busily, and the country looks unusually prosperous. At Fairbanks there are but few men out of employment now, and all have their hands full of work.

The officers of the Dolphin report that there are many ice floes in Takiu inlet, and that as a consequence navigation is unsafe for vessels en route to the canneries for salmon. On the Dolphin were 200 barrels and 100 cases of salmon.

Among the passengers carried on the vessel was Major R. K. Evans, of Vancouver barracks, who has been making a pleasure trip to the North.

CELTIC'S BIG PASSENGER LIST.

Queenstown, Sept. 19.—The White Star line steamer Celtic, which sailed Saturday from Queenstown for New York, carried 3,350 souls, believed to be the largest number ever taken in one vessel from a British port. Nine hundred and fifty of them embarked here, and about 100 steerage passengers were left behind on account of lack of accommodation.

CAPT. THOMAS IS SUSPENDED.

San Francisco, Sept. 19.—Captain William R. Thomas, of the ill-fated Drumburton, the British ship which was wrecked on the rocks below the Cliff house September 3, was found guilty of being responsible for the wreck and was suspended for a term of three months by a naval court of inquiry.

NOT ABSORBED BY SHIPPING COMBINE.

London, Sept. 19.—A telegraphic message was received Saturday from William S. Pierce, chairman of the Harland & Wolff Shipbuilding Company, at Belfast, denying the report which was in circulation there yesterday that the firm of Harland & Wolff was about to be absorbed by the shipping combine.

TEA! TEA! TEA!

THE TEA OF FLAVOR.

Many blends of Tea are not worthy the name of "Tea." They are flat, tasteless, and do not seem to possess any flavor; but our special brands have only to be tried to be appreciated.

"Rajah," "Ram Lal's," or "Kalambu" are the most popular brands.

Rajah, our Golden Tipped Ceylon, per lb.	50c.
Ram Lal's, a pure Indian, per lb.	50c.
Kalambu, a Choice Ceylon, per lb.	40c.
Our Special Blend Ceylon, 5 lbs. for	$1.50

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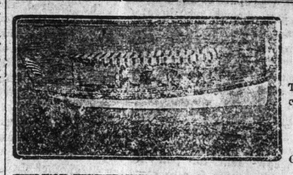
DR. J. COLLIS BROWNE.

Numerous Testimonials from Eminent Physicians accompany each bottle. Sold in bottles, 1/1½, 2/9, 4/6, by all Chemists.

Sole Manufacturers. DAVENPORT, LIMITED, LONDON



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GENERAL STORES.—A large stock of Dry Goods, Groceries, Hardware, etc., always kept on hand.

HOTEL ESSINGTON.—First-class accommodation, good cuisine, terms moderate.

ESSINGTON STEAM SAW MILL.—Prepared to supply at short notice all classes of rough and dressed lumber, Spruce, Red and Yellow Cedar; box lumber and shingles.

STEAMER HAZELTON.—Connecting with Mail Boats for Victoria and Vancouver for Hazelton, the head of navigation on the Skeena River.

STEAMER CHIEFTAIN.—A large and powerful tug boat, open for charters.

STORY PAPER ONE YEAR, 10c.

If you like to read interesting stories, how to raise new games, advice in poultry raising, etc, you should take TELESCOPE, a sixteen page monthly paper, chuck full of good things.

As a trial we will send it to you for 12 months, if you will send us 10c.

Address
Room 66 Hancock Bldg., Seattle.

NOTICE.

Sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land situate on the west shore of Kitimaat Arm, commencing at a post on the shore of Enterlin Bay south of the R. R. reserve marked F. E. M.'s N. East Corner, thence west 20 chains, thence south 20 chains, thence east 20 chains, thence north 20 chains along shore of said bay to place of commencement, containing 40 acres more or less.

F. E. MITCHELL.

Kitimaat, June 28, 1904.

B.C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

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PERFECT—URETHRAL—MEDICATOR

Improved Vacum Company
6 O'FARREL STREET.
SAN FRANCISCO, CALIFORNIA, U. S. A.

"LAND REGISTRY ACT."

In the Matter of the Application of Clermont Livingston for a Certificate of Indefeasible Title to Part (8¾ acres) of Section Ten (10), Range Two (2), Cowichan District.

NOTICE IS HEREBY GIVEN that it is my intention to issue a Certificate of Indefeasible Title to the above land to Clermont Livingston on the 2nd day of December, 1904, unless in the meantime a valid objection thereto be made to me in writing by a person claiming an estate or interest therein or in any part thereof.

S. Y. WOOTTON,
Registrar-General.

Land Registry Office,
Victoria, B. C., 30th August, 1904.

NOTICE is hereby given that 30 days after date I intend to make application to the Hon. Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following lands situated in New Westminster district:

Lot No. 1. Commencing at A. F. Gwin's S. W. corner post, situated about one and a half miles east from head of Salmon Arm, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to beginning.

Dated this 15th day of August, 1904.

A. F. GWIN.

Lot No. 2. Commencing at post at same place as lot one post, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to beginning.

Dated August 15, 1904.

A. F. GWIN.

TAKE NOTICE that 60 days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, at Hazelton: Commencing at a post marked "S. S. O.'s S. W. Corner," thence north along the eastern boundary of Lot 43 for 40 chains, thence east 80 chains, thence south 40 chains, thence west 80 chains to the point of commencement.

S. S. OSTERHOUT.

Kamloops, August 22, 1904.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders as it also acts as a disinfectant.

NOTICE.

I hereby give that 60 days after date, the undersigned intends to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following tract of land situated in Renfrew District (containing about 160 acres): Commencing at a post at mouth of 9-mile Creek (west side), marked C. A. Vernon, S. E. Post running North 40 chains, thence West 40 chains, thence South to shore line, thence following shore line to point of commencement.

July 19, 1904 CHARLES A. VERNON.

NOTICE

I hereby give notice that sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land situate on the west shore of Kitimaat Arm, comm