Transvaal Cloud Disappearing

Reply to British Not Yet Sent But Will Be an Acceptance.

Terms of the Message Which Has Brought About Changed Tone.

By Associated Press.

London, Sept. 13.—The Times regards Mr. Chamberlain's despatch as "clear, resolute and earnest, without being peremptory; not necessarily an ultimatum, but a prelude to an ultimatum, should the Transvaal's reply prove unfavorable."

This fairly represents the feeling of the London morning papers of to-day. Even the Daily Chronicle, which is virtually pro-Kruger in its sympathies, urges the Boers to accept the Imperial government's reasonable demands.

Pretoria, Sept. 13.—President Kruger and the executive council re-assembled this evening to consider the reply to be made to the British Secretary of State for the Colonies. They are still conferring by telegraph with the Orange Free State. The decision is anxiously awaited by the crowds outside the Executive building.

Capetown, Sept. 13.—It is asserted in Afrikander circles here that the Transvaal government will accept the British note, leaving the question of suzerainty on the basis of the convention of 1884.

Military developments continue, and the work of preparing for emergencies goes on. Upon the arrival of the next batch of British troops, the headquarters staff of the Royal Artillery will be transferred to Kimberley, whither a battery will proceed to protect the diamond mines.

The report as to a time limit of 48 hours for a reply from the Transvaal arose from the fact that the British diplomatic agent, Mr. Conyngham Greene, in presenting Mr. Chamberlain's despatch expressed a hope that a reply would be given by the Transvaal government by Thursday.

The Cape Times and the Cape Argus both consider the British note generous and conciliatory, and all the papers, including the Krugerite organs, assume that the Transvaal will comply with the British demands. It is believed that the Orange Free State volksraad will be summoned to consider the situation.

A despatch from Pietermaritzburg, capital of Natal, says that the outlanders' council express great dissatisfaction with the British note, complaining that the civil authorities are not willing to accept inadequate concessions in order to avoid war.

Johannesburg, Sept. 13.—The war instructions issued to railway officials direct them to remain at their posts as long as possible. When the enemy seizes any section of the line, they must go to the next unseized point. They are forbidden to carry arms or to resist any regular force.

Mafeking, Sept. 13.—Mr. McArthur, who was recently arrested at Zerust, in the Transvaal, as a spy and sentenced to a year's imprisonment, claims to be an American citizen. The United States consul at Kimberley is investigating the matter. Mr. Ellis, his former companion, on being discovered at a Boer meeting in Ladysmith, was tarred and feathered.

TEXT OF BRITISH DEMANDS.

London, Sept. 12.—The message of Colonial Secretary Chamberlain says he understands the concessions made in Kruger's note of August 18 have been withdrawn on account of the British attitude regarding suzerainty, and adds: "Her Majesty's government have absolutely repudiated the view of the political status of the Transvaal taken by the Transvaal government, claiming the status of sovereign state, and therefore are unable to consider any proposal made conditionally on their acceptance of this view."

Continuing, the note says: "The British government is satisfied the law embodying the proposed alleviating measures for Uitlanders is inefficient to secure immediate and substantial representation, which it is understood the Transvaal admits to be reasonable."

It then says: "Moreover, the presentation of the proposals in the note of August 19 indicates that the government of the South African Republic themselves recognize that their previous offer might with advantage be enlarged, and the independence of the Republic thereby be in no way impaired."

The despatch goes on to say that Great Britain is still prepared to accept the franchise proposals of August 19, providing a court of inquiry, whether joint or unilateral, should "give the new scheme be unencumbered by nullifying conditions. In this connection the British government assumed the new members of the raad will be allowed to speak their own language.

The acceptance of these terms would at once remove the tension, and "would in all probability render unnecessary the further intervention of Her Majesty's government to secure redress for grievances," which Uitlanders themselves would be able to bring to the notice of the executive council and volksraad. Her Majesty's government is increasingly impressed with the danger of further delay in relieving the strain which has already caused so much injury to the interests of South Africa, and they earnestly press for an immediate reply.

If acceded to they will be ready to make immediate arrangements for a further conference between the president and the high commissioner to settle all details of the proposed tribunal of arbitration and the questions referred to in the British note of August 30, which are neither Uitlander grievances nor questions of the interpretation of the convention, but which might be readily settled by friendly communication between representatives of the two governments.

If, however, as they most anxiously hope will not be the case, the reply of the Transvaal should be negative or conclusive, "I am to state that Her Majesty's government must reserve to themselves the right to consider the situation de novo, and formulate their own proposals for a final settlement."

The exact franchise proposals which Mr. Chamberlain says Great Britain is Never was the book itself in the hands of so many before as it is this day, and never before were there so many helps to the understanding of its teaching. But at the same time, never were there so many things to divert attention from it, in all the past, as there are now. The electric telegraph has turned the whole earth into a great whispering gallery; the result is that voices are coming to us from every part of the globe; and that we have little time to quietly and attentively listen to the voices, whether they be sacred or profane, that come to us from the distant past. The daily newspaper furnishes most of the intellectual pabulum of the people. Next to it the novel ingrosses most of their attention. Nothing but a thoroughly awakened conscience, and a vivid sense of the seriousness of life, and of the tremendous issues that depend upon it, can prevent bible-reading and bible-study from falling into neglect. And it is only while the minds of the people are saturated with the truths of this book, and their consciences quickened, instructed and dominated by them them, is that civilization that is based upon them—the grandest that the world has ever seen—secure. Without trenching upon the prerogatives of the pulpit, therefore, even the secular journal may plead, in the interest of order, of liberty, of law—of all that is highest and best in the life that now is—for the more careful and thorough study of the Bible.

YUKON OFFICIAL STAFF.

Docked Their Rations, But Have Additions to Pay and Allowances.

From the Toronto Globe.

Ottawa, Sept. 6.—Within a short time Inspector Steele, commanding the Northwest Mounted Police in the Yukon, will return to duty in the Northwest Territories. Instructions are already on the way to Inspector Steele, instructing him to report as soon as possible at Regina, where the headquarters of the Northwest Mounted Police are situated. Inspector Steele's recall should not be taken as indicating in any way that his services in the Yukon were not satisfactory. The change has been made after the Minister of the Interior gave the question his earnest consideration. It is probable that Captain A. B. Perry, who is now on the way to Dawson, will be the new commander of the police contingent in the district.

Since the first government officials took up new quarters in Dawson and Selkirk it has been the practice to give them board at the expense of the government. This was necessary when Dawson was nothing but an embryonic community, but now that the capital of the gold fields has taken on almost every characteristic of the modern city the government has decided to do away with the system of providing rations for officials. In place of this the administration will pay a living allowance to the officers, who will be at liberty to live as economically or as lavishly as they please. It is the opinion of the Minister of the Interior that the new plan will be more satisfactory to the gentlemen concerned, and will also save the government a considerable sum annually.

The salary of Mr. E. O. Senkler, gold commissioner of Dawson, has been increased to $5,000 a year. Mr. Senkler has also been made a member of the Yukon council. Mr. W. H. P. Clement, the legal adviser of the council, has also had his salary increased to $5,000, but whereas he was until now at liberty to practise law privately and to deal in mines he is henceforth prohibited from doing either, and will have to give his whole time to the service of the government. As a recompense, Mr. Clement has been made public administrator of the Yukon, and will take charge of the properties of persons dying intestate, infants and insane persons. For this service Mr. Clement will be entitled to fees corresponding in amount to those payable in the Northwest Territories in such cases. Mr. Clement left for the Yukon to-night, but will pass a few days in Toronto before continuing his journey.

THE SAFETY OF MINERS.

Sir,—I was interested in an article in your paper with regard to Chinamen in coal mines, and the complaints of their being a source of danger to the lives of the white miners.

Now, sir, as an old miner I wish to state that there is no more danger from the employment of Chinamen in mines than from employing any other men who cannot understand the danger of gas and speak the English language. In the year 1888 the minister of mines ordered that shot-lighters should be employed in every part of the different mines, and that all places should be kept clear of fire-damp or gas. During all the years since that Chinamen have been employed in mines, not more than one explosion could be blamed to them, and that one was of at least doubtful origin. There have been more men burnt, good and experienced men, too, through their own carelessness than ever were burnt through Chinamen, whether at Union or at Nanaimo.

Who was it fired the gas in No. 1 shaft, Nanaimo? The shot-lighters must have allowed the gas to collect, and a white miner fired it, causing many good men to narrowly escape being burnt to death, while some did die, yet not one Chinaman was in the mine.

It would be quite easy to prove that there is no more danger from Chinamen being employed in coal mines than from men of any other nation who cannot speak or understand the English language. But politicians and others who wish to get a living without working must have something to say to mislead others who do not understand anything about the working of a coal mine. Chinamen are just the same to the employer in a mine as they are to the farmer or in the kitchen, or to the public who buy their vegetables.

A COAL MINER.

ANOTHER MINE APPEARS.

Morrison Strikes Ore Sufficiently Rich to Pay Dividends in Near Future.

Rossland, Sept. 13.—News reached the city to-day that the crosscut on the Morrison mine in Deadwood camp at the depth of 220 feet is 66 feet in ore, and has not yet reached the hanging wall. After the ore body was encountered 30 days ago the engineer examined the property.

It was found that the ore could be reached 100 feet from the main tunnel. The air being bad in the old working, the drift was started from the base of the old main tunnel. The ore, as predicted, was found after driving 58 feet, at the depth of 220 feet. Since then the work of crosscutting at right angles to the vein has been prosecuted. The crosscut is now in 66 feet, and is still in ore which will average $12 in gold per ton, and 3 per cent. copper. The crosscut has not yet reached the rich ore chutes down in the shaft, owing to the fact that the richer chutes in that working lie up to the hanging wall.

It is claimed that it is not necessary to strike ore of any richer grade in order to make a big mine out of the property, as ore running as this does is sufficiently rich to pay dividends in the near future.

Taking smelter rates as now offered at $5.50 for freight and treatment, while there seems little doubt that within the next year, with proper railway facilities this price would be considerably reduced. The railway is half a mile from the property, and the survey and cross-sectioning of the spur to the mouth of the tunnel has been completed by the C. P. R. engineers.

Vancouver and Westminster

Dawson and Bonanza Tram Charter—Other Victims of Edmonton Trail.

Clarke Wallace Arrives Wretched State of Northern Mail Service.

From Our Own Correspondent.

Vancouver, Sept. 13.—T. O'Brien, of Ottawa, arrived to-day, en route to Dawson, having in his pocket the charter for a tram line from Dawson to Bonanza Forks. The tramway is built, but owing to a decision by Judge McGuire has not been operated. The securing of a charter will enable Mr. O'Brien to open the line.

A party of Ashland, Wis., people who spent 15 months on the Edmonton trail arrived here to-day. Like others who have passed over this route, they claim to know of many who died on the trail or who have never been heard from. In summer the Indians tried to compel the party to pay tribute; in winter the Indians kept them from starving. None of the party died, but all arrived home broken in health and spirits.

F. H. Halder, brother of Major Halder, Reuter's mine commissioner, left for London to-day to arrange for the shipment of a large quantity of mining machinery to be used by the European company organized by him on Dominion and Silver creeks hillside claims. The properties are said to be tremendously rich. Mr. Halder has also secured concessions on Stewart creek.

N. Clarke Wallace, M. P., arrived today and was entertained by the Mayor and leading Orangemen. He will likely speak on political questions before leaving Vancouver.

The Capilano arrived from the North to-day, bringing 2,000 cases of salmon for shipment along with the Fraser river pack.

A hack belonging to Hicks & Beattie was in the way of a Robson street tram in motion last night, and was demolished. Harry Saunders, the driver, was knocked senseless on the pavement. The occupants, F. G. Hinde-Bowker and wife, received severe injuries.

The board of trade has appointed a committee to investigate the complaint that the mail service to Dawson is still in an unsatisfactory condition. Mr. McMillan, of McMillan & Hamilton, stated that out of ten letters sent to Dawson by the firm, only one had reached its destination. Committees were also appointed to report on the best means of advertising Vancouver at Dawson, and to investigate the charge that the big barge Skookum, which has arrived at the port of Vancouver, is in an unseaworthy condition.

The fire department is to be increased by three new men required in addition to the present staff to handle the Waterous engine.

General Hutton is expected to arrive in Vancouver early in October, and the local militia have commenced to parade and drill in anticipation.

Consul Dudley has received a letter from the department of fisheries at Washington, regarding the boundary line between British Columbia and the United States at Point Roberts. The department states that pending the announcement by the United States authorities of other land and sea marks, fishermen may know that if at high tide, when seven miles east of Point Roberts towards Blaine, they are in over 30 feet of water they are in United States territory.

Judge Bole formally opened the new court house at Westminster yesterday. W. Myers Gray, as president of the Westminster bar, requested the court to convey to the Attorney-General the thanks of the association for the restoration of the Law Courts destroyed by fire on the 10th and 11th of September, 1898.

As a token of esteem Mr. McNab, retiring fisheries inspector, was yesterday presented with an easy chair by the departmental staff at Westminster and fisheries officers on the northern rivers.

Judge Bole at New Westminster yesterday heard the case of J. Robson, a stone mason, who is suing the Union for his fees and costs. It appears that some of the Union men are supposed to have a grudge against Robson. When he entered the Union he paid the usual $15 fee. Later on he was asked for different sums as fees, amounting to about $40. Robson is now suing the Union for his money and costs. The testimony of the witnesses aroused much altercation among the lawyers in the case. Judgment was reserved.

THE TIMES AND THE CHINESE.

From the Cumberland News.

The Times of September 2 takes the question of Chinese in coal mines for its theme, and deals with it as might be expected of one totally unacquainted with the practical working of a coal mine. We have not space for the whole article, but shall quote parts which the Times evidently considers strong points. For example:

"The Colonist forgets that the Chinaman who cannot spell the word 'gas' is also totally ignorant of what gas means, its dangers, and the great care that must be exercised in places where it is likely to be. The Chinaman who cannot read this word or understand it when spoken must be, as any one can see, a source of danger in coal mines where gas is the main terror of the miner's life."

Any one with a fair knowledge of the facts is aware that the above is altogether incorrect. Because a man is illiterate it does not at all follow that he is ignorant in any case. As we pointed out in a previous article, fifty years ago many miners in England were illiterate, but no one ever held their presence in a coal mine to be dangerous.

In the next place, there is not a Chinaman employed underground in these mines who is not fully aware of the danger of gas—whether he can spell the word or not does not seem to affect the case. What he does know is that if he sees words chalked anywhere, in the mine, it means danger, just as every miner understands. Again, we have the testimony of underground managers, to the effect that, generally speaking, Chinese are more careful than white men, and though Chinese have hitherto been freely employed, we have never yet heard of an accident in the mines attributable either to the carelessness or ignorance of a Chinaman.

The Times says further:

"In this lies the strongest argument against the employment of Chinese in mines—they cannot be made to understand the nature of this element which continually menaces the coal miner's life. It would be as sensible to allow a Senegambian negro who had never seen a firearm or gunpowder to be employed in a powder magazine or cartridge factory, as to allow a Chinaman ignorant of the nature of gas to enter a coal mine."

This is no argument at all. For if only those who "understand the nature of this element" (gas) were permitted to work in a mine, we can safely say, without wishing or meaning to cast any reflections, that 75 per cent. of the white men now working in mines would have to be excluded. Why? Simply because it requires a considerable scientific as well as practical knowledge to understand the nature or causes of the existence of gas. The Times forgets, also, that the Chinese employed underground have nearly all been working for many years. Moreover, no inexperienced Chinaman is ever given charge of a stall.

The whole of the Times' editorial is weak, and betrays a lamentable ignorance of the question it endeavors to treat of, but it is only what might be expected from a writer who, up to a month ago, was unaware of the manufacture of good coke in British Columbia.

PROVINCIAL NEWS

ROSSLAND.

At Rossland last week a fatal accident occurred on the high bridge which spans the ravine on Second avenue, by which little Johnnie McBride, a six-year-old boy, lost his life. The child was going to the skating rink to listen to the Dan Godfrey band concert. With him were several little fellows of his own age, and once they were on the bridge they began to skylark and play. Then they began to wrestle with one another. They were close to the north side of the bridge and three or four of them went down in a heap. Little Johnnie was nearest the railing and he went out over the edge and down to his death to the ground about 80 feet below. Mrs. Allan, who was walking along the bridge, saw the child go over the edge and gave the alarm. Mr. George Bridgeman, Mr. Henry Daniels and others hurried down and found the child on his back and with his head down hill, at a point 10 feet from a small stream that flows beneath the bridge. The unfortunate lad was taken to the office of Drs. Bowes & Kenning, where it was found that the right leg was fractured and the bowels were ruptured. While the surgeons were dressing his injuries he was conscious and asked in a faint voice for a drink of water. The rupture of the bowels and the shock of the fall were very severe, and at about 9 o'clock the little fellow succumbed to the injuries. The family consist of the father, William McBride, who is a miner employed at the Nickel Plate, his mother and a brother who is a little older than the dead lad. This is the second death in the family in the past three months.

In the police court on Saturday there was no solicitor present when Police Magistrate Kirkup took his seat to hear the case against William Mitchell, the officer against whom charges had been made. The magistrate asked who was going to prosecute the case, and receiving no response, after Mitchell had pleaded not guilty, listened to an application from Mr. J. A. Macdonald, asking for a dismissal or continuance until after the case before the police commissioners was concluded. Mr. Kirkup decided that the case should be continued until next Saturday, and in the meantime, at the request of both parties, agreed to see that unless the city should attend to the case the provincial government should be notified. Mr. Macdonald pointed out that it was unprecedented that an arrest should be made while a prosecution was going on, and stated that the arrest was simply made to intimidate witnesses. Chief Ingram declared that the charge of intimidation was unfounded.

CLINTON.

Henry Taylor, of Victoria, is at the Gang ranch spending a few weeks with his brother, who resides there.

Henry L. Brown, formerly of Empire Valley, has, it is reported, several fine mineral locations near Princeton. One of his quartz claims he has bonded for $5,000.

Never within the history of the province has there been such a ceaseless downpour of rain as has occurred this season, and much damage has been done to the hay crop, some of it being out of the reach for the past six weeks. Fears are expressed that the grain crop will also suffer if the weather does not improve soon.

Quite a number of hunters were on hand for the opening of the season. Among others, Dr. Sanson and Mr. D. Campbell are out for their annual hunt.

J. F. Derby, of Crow's Bar, has gone out with a large outfit, accompanied by several gentlemen from England and Ireland. They intend having a try at the big horn in the Lone Cabin creek country. As this district contains large game in great numbers the party will no doubt have good success.

J. Gallipher returned from New Westminster this week, where he has been at the hospital for treatment. He is still far from well, but hopes for speedy improvement.

HORSEFLY.

A down passenger on the stage of last Tuesday, who visited the Horsefly a few days since, stated to a Journal representative that at the Ward mine he took a shovel and turned up some of the clay ligc gravel on bedrock, and in his words there seemed to be more gold than gravel. It was a marvellous sight. There will be a large wash-up soon at this mine as quite a bit of rich bedrock has been stripped but not cleaned.

Reports from the Miocene mine are that Mr. Campbell was, about the 25th of Aug., down 285 feet, and is experiencing no trouble with water. He has passed through about 150 feet of quartz gravel which all prospects in gold, but is now in a clay and gravel wash that does not prospect. He will doubtless strike gravel soon again that will be auriferous, as his prospecting shaft of last year, which was down some 450 feet, proves conclusively that the gold is there. We learn that very many claims have been staked in the Horsefly section, and excitement is still running high. There is a very extensive system of old channels through Horsefly which are believed to be rich in gold, that will, now that the rich gravel has proven so extensive in the Ward claim, be prospected thoroughly.—Ashcroft Journal.

FAME'S PATHWAY.

The Sultan of Turkey has a great affection for Switzerland. "I love it," says the Sultan, "beyond all the other states in Europe, and for a good reason—because it sends no ambassador to Constantinople to worry me with its grievances."

Queen Margaret has promised to climb Rocco Melone, one of the highest peaks of the Italian Alps, to take part in the dedication of a statue of the Virgin, of which she was a sculptor.

Collis P. Huntington says that when he began life peddling hardware in California in 1849 he laid down as a maxim by which he has since continued to live: "Do what you think is right and stand by your own judgment."

Two Tons of Dawson Gold.

Banks of B. N. A. and Commerce's Big Shipment of Yukon Gold.

Passenger Tells of Experiences on Str. Cleveland's Trip From St. Michael.

Mr. Roberts, the gentleman to whose care the Bank of British Columbia and the Canadian Bank of Commerce entrusted $000,000, or about two tons of gold, for shipment down from Dawson, reached Victoria from Seattle yesterday morning. He left Dawson with his huge treasure consignment on the 4th of August, embarking on the steamer Robert Kerr for St. Michael, the lower river being the route by which the banks have forwarded nearly all their gold so far.

Fifty miles below Circle City the steamer got hung up on a sand bar, and for two and a half days was a fixture. The A. E. Linda came along, and rendered all the assistance possible, but the task of floating the Kerr was found to set all efforts at defiance, and rather than detain passengers longer, all were transferred to the Linda, and continued the voyage.

Mr. Roberts had hoped to get the Garonne at St. Michael, but there learned to his disappointment that she had been pressed into the United States transport business, and that he had only Hobson's choice of the Cleveland, which sailed eight days later.

The long ocean voyage thus begun was one which he is not likely soon to forget. On the trip anchor was dropped off Cape Nome, and the passengers went ashore. Like Victorians, Mr. Roberts had heard all kinds of conflicting reports at Dawson concerning the Cape Nome diggings, and was anxious to see for himself the nature and value of the country. The beach diggings he describes as all there is, so far as he could make out. The miners along the beach were averaging $20 a day. There were probably 3,000 people altogether in the country. Of these he would say 1200 were working on the beach. For 20 miles along the beach men were digging for and washing gold, and running the whole length was a paystreak about 20 yards wide. From this one could take a handful of sand, and holding it in the palm see the colors without the use of any glass.

It is what is called ruby sand, and Mr. Roberts while on the beach secured a quantity of it, which he will have assayed here.

There will, he anticipates, be a rush there next year. The Cleveland was going back, and the Laurada had still to call.

The season in which work can be done is very short, lasting from about June 20 to September 15. After the latter date communication with the outside world is completely cut off by the ice of the Arctic.

To live longer in the country means a good deal of hardship, for there is no firewood available, and none obtainable except at great expense.

As for the creeks, Mr. Roberts thinks that little work has been done along them. The streams are all very shallow, not more than 4 or 5 feet deep. All have been prospected, and everything in sight taken up.

Before he left Judge Johnson arrived and an endeavor was being made to adjust disputed claims.

Along the beach there is an immense surf and at times it is impossible to make a landing, an illustration of this being given by a stern-wheeler from St. Michael, which had made a vain attempt to land her freight a day or so before the Cleveland made port.

From Cape Nome to Dutch Harbor the worst part of the Cleveland's long voyage was encountered. The trip lasted 7½ days. Very rough, stormy weather was experienced, but this was not the most disagreeable feature, for three days out the steamer's coal supply ran short, and anything that would burn was in demand for the furnaces. The bunks forward had to be chopped and used for fuel. Then the ship's hatches gave way to the axe, and by the time Dutch Harbor was reached the whole forward part of the ship was gutted.

Mr. Roberts was quartered in a big room aft, on account of the large quantity of gold he conveyed, and with the working of the screw, the see-saw movement of the rudder chains and the rough weather, he had no chance to dream.

A great deal of snow was in at Dutch Harbor when the Cleveland arrived, and the Phaeton had called about the same time. The Garonne, of the United States transport fleet, had spent four days at Ounalaska, and had landed her horses for a rest before taking them on to Manila. A day out from St. Michael the Athenian was met. She had not got sight of the sun for some time, and got her bearings from the Cleveland.

Speaking of Dawson, Mr. Roberts says that he believes the output of the Upper Yukon this year will be something like $25,000,000. The gold he brought down with him does not represent the total collections of the banks named. They have made several other shipments this season. All went down the Yukon, but in future, it is expected, shipments will be forwarded via Skagway.

Sulphur creek, he states, is turning out very rich, and will surprise many. Five claims between 25 and 30 have made good cleanups, as also on a few below Discovery. The paystreak has been found from 36 above Discovery up to 56. Skookum gulch, the bench claims on Adams creek and lower claims on Hunter in the fifties and Thistle creek are other good properties which Mr. Roberts mentions. For next year, when all the properties are more fully developed, and when the hydraulicing is extensively carried on, he predicts an even larger gold output than this year.

REV. MR. KNOWLES RESIGNS.

A Protracted Session of the Victoria Presbytery—Next Meeting at Wellington.

The Presbytery of Victoria held an all-day session on Tuesday, assembling in the afternoon at the First church, Pandora avenue, and concluding the listed business shortly after midnight, the evening meeting being at St. Paul's, Victoria West.

Rev. Dr. Campbell's term of office having expired, the court appointed Rev. Mr. Perry, of Wellington, as moderator for the ensuing year, and Rev. Dr. Reid of New Westminster being present, was asked to sit as a corresponding member.

The routine business of the home mission fields and augmented congregations occupied the entire afternoon. Money grants due to the fields for the past six months were passed for payment, and a recommendation of the continuance of a major number of the grants was adopted.

Several of the members of Presbytery reported that they had visited the mission fields and dispensed the sacraments of the church, as previously instructed by the Presbytery. The Home Mission report, in the absence of Rev. Mr. Clay, was presented by Rev. Mr. MacRae.

Rev. E. Knowles, for some time past pastor of Knox, St. Colombo and Cedar Hill churches, tendered his resignation, which was accepted, and will take effect at the end of the current month.

Prior to the adjournment arrangements were made for the holding of a public missionary meeting in St. Andrew's church on the evening of the 20th inst., to be addressed by members of the Synodical Home Mission committee.

The next meeting of the Presbytery is to be held at Wellington on the 5th of December.

TRAVELLERS FOR DAWSON.

Cottage City Calls With Many Passengers, En Route for the North.

A two hours' stay in port by the Cottage City yesterday morning enabled 150 Northbound passengers to enjoy a last run ashore, the majority of the travellers making it a point to be early out of their berths, and busy with sight-seeing either at Beacon Hill park or in the city. All returned to the steamer laden with sweet peas and pansies, for which Victoria is famed this summer among all the cities of the Northwest.

Included among the travellers are Senator Shupe of Omaha, who is going to Skagway and Juneau on a visit to his brother, the district marshal; Edwin Goodall and J. P. Trowbridge, of the Pacific Coast Steamship Company; Blanche Cametta, one of the Cametta sisters, who for some months past have been singing and dancing at the Savoy, and who is now bound for a short season in the Klondike; Beatrice Lorne, the successful balladist, who is also bound for Dawson to fill a theatrical engagement; G. W. Steffen, R. McClusky, and Charles Williams and wife.

The cargo consisted of various "rush" consignment, for the Klondike chiefly, which each owner is confident will be got through before navigation closes, despite the assurances of shipping men that the probability is all the other way. Machinery forms a large part of these freights, and thawing machines the chief factor in the cargo of this class. The prediction still holds that navigation on the Yukon will close in less than a month. Steamers will be operated only at a great risk after the 1st prox., and while Northern shipping men are forced to take long risks in their business, they will decline to speculate in long chances after October 10.

The Tees got away for the North yesterday evening, to call at Vancouver en route and complete her passenger and cargo lists. The travellers from this city were A. R. and Mrs. Sinclair, T. G. and Mrs. McGill, A. McArthur, G. McNeill, S. Sears, H. E. Rogers, Mrs. Rowland, Mrs. Lancaster, Mrs. Olive and family.

GOSSIP OF THE WATERFRONT.

Odds and Ends of Shipping News Told Briefly for Convenience' Sake.

Steamer Amur makes her maiden voyage under the flag of her new owners, the C. P. N. Company, this week, leaving to-day for the Northern provincial rivers, to bring down salmon cargo. The Queen City also gets away to-day, for the West Coast.

Steamship Umatilla of the San Francisco line arrives up to-morrow evening, the Walla Walla going to California on Saturday. The R. M. S. Empress of India is due from the Orient Tuesday morning, and the Idsu-maru, of the N. Y. K. flag, on the 21st. The latter date also sees the Warrimoo set sail on her return voyage to Australia.

NATIONAL BIRTHDAYS.

British Have the Unique Distinction of None at All.

There is one country in the world, and one only, which has no birthday or national holiday, says the Boston Globe. Nor is that country in some remote corner of the map—it is England.

Although the Queen's Birthday—May 24—is annually celebrated in royal fashion, it is not a national holiday, and English men and women have at last aroused themselves to the fact that they are quite alone in this respect.

What day shall we choose for our national birthday?" they are now asking. "Shall it be the Queen's birthday or the day of her ascending the throne, or any day which she herself shall name?"

There was a movement not long ago to bring forward St. George's Day as the national birthday, St. George being England's patron saint.

The birthdays of different countries all have very good and substantial reasons for being.

January 18 Germany celebrates her national holiday, the day when the King of Prussia was first proclaimed Emperor of Germany and Prussia.

September 2 is Italy's birthday, for it was the day on which Italy became a united country.

July is a pet month for national birthdays, and starts off with July 1, which the Canadians keep as the date upon which their present constitution was given.

July 14 is France's national holiday, or the day the Bastile was taken, and the United States' national holiday is July 4.

Mahometans keep November 10—Mahomet's birthday.

Every country, of course, has its fete days—often miscalled "national holidays." For example in England Primrose Day, April 19, is often called a national holiday, as well as St. Patrick's Day in Ireland, and October 24, which the Irishman honors in gala fashion as Turfcutter's Day, when peat as a fuel was discovered.

The Welsh celebrate Ascension Day with much pomp and circumstance, nor will any one in that country work on that day, believing that a fatal accident will cut off those who go to their daily labor as usual.

LONG LOST SHIP SIGHTED.

Spoken by Bark in Southern Seas Drifting With Broken Shaft.

Lyttleton, N. Z., Sept. 12.—The Danish bark Aalberg, Capt. Klausen, from Hamburg May 25, which has arrived at this port, reports that she spoke the overdue British steamer Waikato, from London May 4 for Lyttleton, August 2, in latitude 25 S., longitude 39 E., with her shaft broken. Otherwise all was well with the vessel. The letter mail of the Waikato was transferred to the Aalberg.

Point Ellis Bridge Cases.

Claimants Will Proceed to Trial of Their Rights in the Courts.

Correspondence Between the City and Counsel for Numerous Suitors.

During the past few days the Point Ellice damage suits against the city have again been heard from in the courts, Messrs. Drake, Jackson & Helmcken having received leave to proceed in the actions for which they appear, and the intimation being also given that other counsel will take a similar course during the present week. Mr. D. G. Macdonell, of Vancouver, who came down from the Mainland last evening, represents no fewer than forty-nine cases, and in consequence of the city having decided not to accept the suggestion of a settlement by arbitration, he too has determined to have the entire list of cases in his care tried at the first sitting of court in October. In view of this decision, the following correspondence will possibly be read with interest by the public, as well as by those identified with the pending actions:

Vancouver, July 22, 1899.

To His Worship the Mayor of Victoria, Victoria, B. C.:

Dear Sir: Re bridge suits: As solicitor for forty or fifty different plaintiffs in the suits now pending against your city, and on their behalf I again write you as to an amicable settlement of these suits without further litigation.

If you will permit me I might draw your attention to the fact that before action was entered by them I wrote you to the effect that they were willing to enter into any arrangement with your council with reference to a settlement of their claims. I also wrote you several letters after the courts of this province had decided that you were liable in the two actions, Patterson and Lang, asking if there was a possibility of your council agreeing to arbitration or other settlement of their claims.

From your answers to these letters and also from statements made by your council to the courts, that on the decision by the Privy Council of those two cases, no further litigation would take place in reference to the other pending suits, and that some means of settlement would be entered into by you; also if you have been correctly reported in an address by you to the electors of your city you stated that no further litigation would take place, if the decision of the Privy Council was in favor of the plaintiffs and that the suits would be settled by arbitration or some other way satisfactory to all parties.

The Privy Council has now decided unanimously both cases, Patterson and Lang, adversely to you.

My clients are now most anxious to avoid further litigation and are willing to refer the amount they should receive from your city for the loss they have sustained to arbitration, either one arbitrator or three. I might also state that they will also accept any other mode of settlement if reasonable.

Will you kindly let me know at your earliest convenience if you will accept the offer that I have now made.

Yours truly,
D. G. MACDONELL.

Victoria, B. C., Aug. 31, 1899.
(Without Prejudice.)

D. J. Macdonell, Esq., Barrister-at-law, Vancouver, B. C.:

Dear Sir: In pursuance of my last letter to you, I have had a meeting with the council of the corporation re "Bridge Suits," and as a result of that meeting I beg to inform you that the corporation is willing to arbitrate the matters referred to in your letter, on condition that the first question to be submitted to the arbitrators shall be whether or not the bridge was competent to carry the weight upon it at the time of the accident.

If this question should be answered by the arbitrators, who should be professional men, in the negative, then the corporation will agree by friendly case to submit that question to the courts for final determination as to whether or not such facts answer the claims urged by the plaintiffs.

Yours very truly,
W. J. TAYLOR.

Vancouver, B. C., Sept. 8, 1899.
(Without Prejudice.)

Mr. W. J. Taylor, Barrister, Victoria, B.C.

Dear Sir: Re bridge cases: Your letter of the 31st August was duly received this morning. Apparently it was not mailed in Victoria until yesterday.

In my letter to the council of the 22nd July I suggested that the amount that my clients should receive should be left to arbitration. Your clients, by your letter, wish to open up the whole matter as to their liability. This virtually means each case being fought out as the cases of Patterson and Lang. Personally I prefer this course being taken, the question of costs being my reason.

If your clients wish to pursue this course, my clients prefer their cases tried in the usual way by juries.

The question you first wish to arbitrate on is "Whether or not the bridge was competent to carry the weight upon it at the time of the accident." The accident, I think, would clearly prove that the bridge was not competent to bear the weight that was on it at the date of the accident. If you mean "whether the bridge, immediately after it was repaired in 1892 was competent to carry the weight that was on it at the time of the accident," then there can be no question or dispute as to that fact. I refer you to Mr. Peat's evidence, who states, "that the same car and about the same number of people had been crossing the bridge since 1892, on all holiday occasions, until the time of the accidents." I fear we are only wasting time, and possibly a large amount of costs to arbitrate such questions as these. It is true the Lord Chancellor did refer in his judgment to the fact that if there was such an extraordinary load on the bridge on the day of the accident that it would inevitably break the bridge, it might be an answer for the defendants, but you must remember the evidence was not read to him and that you did not explain to him Peat's evidence, "that the same car and the same load had been crossing the bridge continuously, on all holiday occasions since 1892."

I propose to proceed in the usual way with all the cases as I fear that the delay caused by trying to arbitrate will be prejudicial to my clients and that your clients have no honest desire to settle these cases but wish to allow the law to take its course.

Yours truly,
D. G. MACDONELL.

RECENT INVENTIONS.

The screw covers of jars and cans can be easily removed by a new device, consisting of ears formed on opposite sides of the cover, with slots in the upper edge of the ears for the insertion of a bar or rod to twist the cover and loosen it.

A new method of attaching the ends of hat bands has been patented, consisting of stamping a piece of metal on each end of the ribon, the metallic ends being provided with hooks to clasp them together around the crown, making a much quicker operation than sewing.

Ice can be rapidly cut into cakes by an Iowa man's machine, which can be operated by either power or manual force, having a system of gears by which a circular saw is rapidly revolved, the latter being mounted at the end of a pivoted beam, which can be adjusted to the proper depth.

Sunken ships can be raised with little effort by the use of an Ohio man's apparatus, comprising air-tight bags of proper shape to fit the different compartments, the bags being inflated to accomplish the two-fold purpose of expelling the water and increasing the buoyancy of the ship.—Chicago Record.