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THE BRIXHAM ASHORE

After Many Unfortunate Experiences She Piles Herself on the Northern Rocks.

Passengers Safely Landed and Vessel Not Yet Beyond Saving Under Fair Conditions.

Through the arrival of the steamship Dirigo from the North yesterday, news was received that the steamship Brixham is a wreck on a reef about a quarter of a mile south of Blashke island at the head of Clarence Straits. When the Dirigo left her on Sunday afternoon she was on an even keel, but the ebb and flow tide ran through her hull, the wind was blowing fresh, and unless assistance was soon available the vessel looked beyond salvation. Her passengers and crew, except those taken on to Wrangel by the Alki, were safely encamped on Bashke island and would have come down on the Dirigo had that steamship possessed accommodation for them. The Dirigo dropped anchor close by the wreck and, lowering a boat, Captain Roberts made inquiry as to whether he could be of any service. All that was asked, however, was that the Brixham's passengers be taken aboard the Dirigo and as that steamer had 190 passengers of her own—a number that taxed her to her utmost—the request could not be granted.

The Brixham came to grief on Thursday night last, while on her way from the Sound to Lynn Canal. Her iron hull crashed into the covered rocks in utter darkness and as the ship was under full speed the blow was terrific. It awoke all sleeping in their cabins and brought them trembling on deck. Many were in frenzied excitement, but the crew soon quieted them and lowering boats all were safely landed on Bashke island. Next day the Alki came along, bound North, and took a large number of the passengers on to Wrangel and Juneau.

The Brixham belongs to the Boston & Alaska Steamship Company, and until recent weeks has been running between the Sound and St. Michael, in command of Capt. Duria. She is the vessel that last season carried the supplies for the Northwest Mounted Police to the mouth of the Yukon and has since the time she was brought around the Horn a year or so ago been very unfortunate. Prior to entering business on this coast she ran between Philadelphia and Central America and while in this trade Captain Clarence Cox was mate on her. She was wrecked too while in this business, but some one succeeded in launching her and soon afterwards her present owners secured her and placed her under the American flag. She is an iron screw steamer of 396 tons register, built in 1885, her dimensions being: Length, 183 feet; beam, 27 feet, and depth of hold, 14 feet. Her value is somewhere in the neighborhood of $75,000, which amount, it is understood, is well covered by insurance.

REMARKABLE NEW PLANET.

A Berlin Astronomer Discovers One With a Strange Orbit.

London Times.

Of all the different departments of astronomical work, "minor planet" discovery has seemed by far the least interesting and profitable. There seems no end to their numbers—more than 150 have been detected within the last ten years—the yare all too small for any markings to be observed on their surfaces, or to afford fields for delightful speculations as to their climates and inhabitants; they are just wandering boulders, as numerous as the pebbles on the seashore, and with for the most part scarcely more individuality to repay the astronomer for the toil of keeping a watch on their motions and of computing their orbits. So that it was with a decided feeling of satisfaction that most astronomers saw the first half of the present year go by without a single fresh discovery.

The past two months, however, have each brought a new capture; the first, discovered by M. Charlois of the Nice observatory on July 16, having no special claims to atention. But the second, discovered by Herr Witt of the Urania observatory, Berlin, on Aug. 14, seems to have so remarkable an orbit that astronomers will think the labors spent on the discovery and observation of the other 430 or so of these little bodies well bestowed, since it has led to the discovery of this one.

The chief interest of "minor planet" astronomy has lain in the suitability of some of them for use in the determination of the fundamental unit of astronomy, the distance of the earth from the sun. Some of them come sufficiently near the earth every now and then for their distance to be determined with considerable precision. And as the relative distances of the various planets can easily be ascertained, to know the distance accurately of one is to know the distance of all.

But the "minor planets" as a body lie between the orbits of Jupiter and Mars, and only one or two ever come nearer to the sun than the mean distance of Mars. The new planet, unlike all its brethren, if the first attempts at the calculation of its orbit are to be received has its mean distance from the sun within that of Mars, and, travelling in a very eccentric orbit, will approach the earth, when it is at its nearest approach to both earth and sun, at the same time, within 14,000,000 miles. It will be at such times our nearest neighbor in space after the moon herself, but such close oppositions will only occur about once in thirty years. The time of revolution of the new planet is 645 days.

Like the other "pocket planets" it is of very small size, say twenty to twenty-five miles in diameter, but on the occasion of a very close opposition it will shine as a sixth magnitude star, and therefore be visible to the naked eye. Even at its most distant oppositions it will be of the eleventh magnitude, five or six times as bright, that is, as most of the more recently discovered minor planets. This fact makes it most remarkable that it has not been discovered earlier, and creates the hope that other bodies nearer than Mars may be detected. At any rate, it will revive the interest in the search for small celestial wanderers, of which it is at present by far the most useful and interesting.

New York, Oct. 19.—In addition to the weekly cargo of army stores and supplies sent to the United States troops at Santiago and Porto Rico, there are on the transport Berlin, which sails for Santiago to-day, 300,000 rations for the starving Cubans.

San Francisco, Oct. 19.—Steamer Mariposa, from Australia and Honolulu, arrived to-day, bringing advices from Honolulu under date of October 12, that there are 130 patients sick in the military hospital with malaria, rheumatism and dysentery, the principal ailments. It is now certain that there will be no delay in establishing at Honolulu on inconsiderable naval station.

ORDER OUT OF CHAOS.

Miners at Dawson More Satisfied Now That Mr. Ogilvie Is in Command —The Fire Department.

There is considerable general interest in a letter that Chief Deasy, of the fire department, has just received from Mr. Charles Bush, a former member of the brigade, at present seeking fortune at Dawson City. The letter in question bears date of the 18th September, and states that the party of which Mr. Bush is one have been working three men on their Independence creek property, on the lay, while Henry (H. F. W. Behnsen) was at the time of writing prospecting the Moosehide claims of the company. He had built a cabin and proposed to sink four shafts to bed rock; one of these was already eight feet down, while another had struck fine wash gravel at seven feet.

Mr. Bush himself was on the eve of departure on a prospecting trip to Laura creek, a newly discovered territory, the only thing holding him back being the probability of his securing employment as engineer in the newly organized fire department, at a salary of $450 per month. He had been temporarily employed before by the city authorities to set up the two imported chemical engines, and had got the two hose carts and the hook and ladder wagon in good shape for rapid service, his training in the Victoria brigade standing him in good service here, and over $20 a day being allowed him for his time and skill.

Dawson has, he says, a fine engine of the Ahren type from the American Fire Engine Co., 3,000 feet of hose, a Silsby heater, and other apparatus worth at the lowest estimate $20,000, so that it is not now at the mercy of fire should such at any time threaten the town. Referring again to their mining interests, Mr. Bush says he and his partners will give a fair trial to their Ballarat claim in the spring, and will also see what is in the Hunker creek and Ophir gulch properties. As to general conditions at the Klondike centre, he observes:

"Grub is plentiful here this winter as many large warehouses have been built during the season, and all are filled with every class of goods. We have from, say 19,000 to 20,000 people here now, but I believe a good many will go out. Ogilvie has arrived and taken charge of the lines and everything seems to be getting better handled already under his hands. The miners certainly are a great deal better pleased since he came."

Y. W. C. A. ANNUAL MEETING.

Success of the Work as Shown by the Various Reports.

There was a very large gathering at the annual meeting of the Young Women's Christian Association held at their rooms on Rae street on Monday afternoon. The meeting was opened with prayer by Bishop Cridge, and the chair was taken by Rev. Dr. Wilson who briefly explained the necessity of such an association in this town where any young woman arriving from a distance might at once be sure of finding a respectable home amidst all the temptations that would beset her an every side.

The secretary, Miss Dickinson) read the report, which was most favorable, and showed that there had been a large number of boarders during the year and also a regular attendance at the luncheons provided in the middle of the day for those engaged in business. A prayer meeting has been held every Friday afternoon and a winter's programme is being organized. The total number of members was 183.

The treasurer's report by Miss Fawcett followed, in which it was shown that the income had met the current expenses of the home, but that there was still a debt of about $220 upon the furnishing of the rooms in February last.

The social report was presented by Mrs. McMicking, and it appeared that the results of a garden fete had been most satisfactory, and that entertainments had been provided from time to time.

The Bishop of Columbia congratulated the association upon the success of its work, and pressed the necessity of its all being based upon Christian lines—without which no real results would remain. The Rev. W. Leslie Clay warmly advocated the claims of the association and Rev. J. C. Speer spoke of the difficulties of the present generation dealing especially with the question of domestic service. Mrs. Gordon Grant gave a short account of the work of the Y. W. C. A. in its branches throughout the whole world, and of the meeting held in England last year when delegates attended from all quarters.

Tea was provided after the meeting, and there was a general inspection of the premises.

HOW TO TELL A HORSE'S AGE.

To distinguish merely between the young horse and the old, it is only necessary to remember a few salient facts, says a writer in the Cable. The first is that the milk teeth are present in the horse's mouth until he is between four and five years old. The second fact is that the "mark," or dark central depression on the surface of the incisors, becomes gradually worn out, and in a horse over eight years old has nearly always disappeared from the teeth of the lower jaw. The third fact is that the shape of the tooth alters as the animal grows older. At first the surface of the tooth is much wider from side to side than it is from front to back. As the horse becomes older the surface becomes progressively narrower from side to side, and thus, instead of remaining always oblong, it becomes triangular, and then in very old animals flattened from side to side.

In young horses, then, we judge the age by observing which of the milk teeth are present and which have been replaced by permanent ones. To distinguish between the milk teeth and the permanent, remember that the milk teth are smaller, whiter, and have a distinct neck. Until a colt is over two years old his teeth are all milk teeth, and the age is estimated from the amount of wear shown on the crowns of the teeth. Between two and three the first of the permanent teeth make their appearance, and push out the middle two teeth in both upper and lower jaws. A horse is said to be three years old when these central permanent incisors are fully in wear. During the next summer the second pair of permanent teeth appear, and when they are fully grown and in wear the horse is four years old. Between four and five the last pair make their appearance, and now the horse has what is called a full mouth. So far both mares and horses are alike, but at or near five years old the canines or "tushes" appear in the male sex only. Up to the end of this period the determination of the age is a comparatively easy matter, and any one who is at all observant can readily give the age of horses by looking at their teeth. After a full mouth is attained it is a more difficult matter, and the difficulty of accurately telling the age of old horses is greater in proportion to their age. So much is this the case that it is popularly supposed that it is impossible to tell the age of horses after they are eight years old. This may be true to a great extent among the untrained and inexperienced, but to an expert it is not difficult to tell the age up to fifteen years with a fair degree of accuracy, and after that age to approximate it within a couple of years. To do this successfully requires much experience and a careful inspection of all the visible indications of age. To rely upon one only, such as the "mark," is to court defeat. All should be observed—the mark, the shape of teeth, their length, and the angle at which they meet those of the other jaw.

PERILS MET BY DIVERS.

Divers who have been down in foreign seas tell of exciting encounters with sharks. But it appears that "the demon of the sea," with all its voracity, is a little timid in presence of the strange creature that wears a shining helmet, with the eyes of a Gorgon, and a long plume of hissing air bubbles. A diver who spent some years at the Australian pearl fisheries describes in this way his first encounter with a shark: "I felt instinctively" he says, "a strange presence before I saw anything. The small fish usually found in great numbers among the corals had entirely disappeared, and the absence of these flitting little companions, when one has become accustomed to them, produces the effect of intense stillness. A creepy, indefinable sensation of dread took hold of me, and it became one of downright terror when I turned and saw, within ten feet of me, the bulk of an immense shark. The creature lay almost motionless, half-hidden among a mass of cobweb corallines. My first thought was to be pulled up; but as fish have human nature enough to want a thing as soon as they see it is being taken from them, I rejected the idea. A sweep of the tail and the great fish and I were face to face. Holding my breath I stood perfectly still, my heart beating wildly and my eyes riveted on the wicked eyes and cavernous mouth of the shark. I felt that the monster was inspecting me with some curiosity, and after a few moments I became aware that by an almost imperceptible motion of its flexible tail it was gradually approaching me. Nearer and nearer came the leviathan, the shovel-shaped nose pointing directly to my face glass. Flesh and blood could stand it no longer, and with a yell I threw up my arms. Instantly there was a swirl of water, a cloud of mud, and my enemy vanished."

Another shark story, this time from the West Indies. "A large steamer," the diver said, "had struck on a reef and then slipped off into deep water, taking down with her the mails and a valuable cargo. There were some papers that were particularly wanted, and I was in the chartroom under the bridge working for them, when suddenly, as I turned, I saw the wicked snout of a big shark close to me. It was a nice fix to be penned up in a corner of a little square room with a big brute between me and the door. I went creepy all over, I can tell you. But I kept still and so did he, except that he worked a fin lazily, like a screw steamer holding on against a tide. I got the knife in my belt loose, and waited. The shark evidently did not know what to make of me, and gradually drifted over to the other side of the room. I began then to move towards the door, and had almost reached it when the shark made a sudden rush in the same direction—and disappeared. Which of us got the bigger fright I don't know."

But encounters with sharks don't always end so. Some years ago an English diver, who was at work on a sunken wreck off the island of Diego Garcia, had a visit from the same shark every day for a week. At first he had no trouble in scaring it away; it was enough if he gave a turn to the escape valve in his helmet and let out a little air. But at the end of the week it had become very troublesome. The diver signalled for a knife and a looped rope, and then boldly held out his bare hand as a bait to the shark. The monster came on with a rush and was turning on its back when it was stabbed by the diver, who then passed the loop around its body and sent it up to the surface. A cool head should certainly be included in the equipment of a man who seeks to earn his bread in the sea. The story is told of a diver who saw two ghosts, a "full fathom five" under the surface. He had gone down to the wreck of a large steamer, and was crossing the main saloon when two grey shapes of enormous size came shambling toward him. He did not wait to make notes for the Psychical Society, but gave the danger signal, and was at once drawn up. Told in the cheerful light of day, it seemed rather a lame story; and another diver went down to see what he could make of it. Towards him also came the shambling grey shapes. He stood irresolute for a moment, and then, going boldly forward, struck his hatchet through—a mirror! The ghosts were only a dim reflection of his own legs, much enlarged, of course, as everything is that a diver sees through the great frontal eye of his helmet.—Good Words.

THE SKY FOR A BLACKBOARD.

Ships that pass in the night will hereafter be enabled to converse with one another though separated by miles of stormy water.

A new signalling device, which is expected to revolutionize night signalling, has been devised, which is so simple that any child may work it and so plain that he who runs may read.

This device makes it possible for a person stationed on a ship or in a lighthouse to throw great letters of light a distance of several miles, and to write out messages in this way as quickly and clearly as they could be rattled off on a typewriter. The inventor is John William Haywood, of St. John's, Nfld.

The new machine is an adaptation of the magic lantern principle. The lantern is a powerful one and is supplied with a battery of stenciled plates containing the letters of the alphabet. These plates are connected by a series of levers with a keyboard, much the same as in a typewriter.

The keys are marked with the letters and pivoted in such a way that when one presses down on one of the keys, the corresponding slide is drawn up in front of the lens and the letter is thus thrown out vastly enlarged.

The exhibition screen of this signalling lantern may be a house, a funnel, a wall or rock or any plain surface which may be at hand. If there be no suitable surface on which to cast the letters a screen may be used made of cotton or duck or some such suitable material. Best of all the letters may be displayed on the clouds if the night is dark.

The lantern makes it possible to throw a series of letters in dazzling light so that they may be seen readily for a distance of several miles. The keyboard attachment enables the operator to project these letters so quickly that a long signal may be spelt out almost as quickly as it could be written on a typewriter.—New York World.

London, Oct. 20.—A dispatch from Shanghai says: "A Russian regiment occupied the town of Newchwang, province of Lioa-Tong, and the forts at the mouth of the River Liona, on October 15, securing complete possession of Newchwang. The native troops fled without making any opposition, under orders from the Empress-Dowager and Li Hung Chang. A British gunboat was in the river at the time. Its non-resistance is regarded as the virtual abandonment of the whole of Manchuria to the Russians, and gives Russia an invaluable strategic position. Great Britain is certain to lose the Newchwang trade, of which it has had 80 per cent."

THE CONGO RAILROAD.

Around the Falls of the Great African River—Unexpected Industry of Native Laborers.

The opening of Africa to civilization is one of the miracles of the nineteenth century. At the end of the second decade Moffatt began his labors in South Africa, to the derision of his English friends, who imagined that nothing could be accomplished by missionary labor in such a country. East Africa was known only at one or two points; the west of Africa was considered deadly to Europeans, and the Mediterranean shores were under the control of Moslems, most of whom were pirates. In eighty years all this has been changed, and now with the exception of one or two districts not worth appropriating, and the kingdoms of Morocco and Abyssinia, the whole of Africa is under European control.

Even, however, until the beginning of the last quarter of this century the possibilities of Africa were unappreciated, and should any one have ventured a prophecy that before the year 1900 there would be railroads in the Dark Continent he might have been regarded as an idle dreamer. Now the dream has been realized, and several long lines of railroad are open to business on African soil. At present there are in Africa, either in operation or construction, 8,815 miles of railroad. There is a long line from Cape Town to Palapaye, far to the north of the South African Republic. There is another from Great Karoo to Pretoria, with branches in construction to Derban and Delagoa Bay. A third line has been begun from Beira, in Portuguese East Africa, to Mashonaland, and a fourth has been surveyed and work begun from Mombassa to Lake Victoria Nyanza. The longest line is up the Nile, from Alexandria to Matemneh, now probably finished to Khartoum, while the French have a coast line, with branches to the interior, in Algeria and a line of considerable length from Kayez, on the Senegal river, to Bamakoo, in the Soudan. Even the Nile railroad, however, will not surpass in importance the line which is now being built to follow the course of the Congo, and by passing the 250 miles of rapids and falls in that mighty stream establish speedy connection between the coast and the interior.

The Congo is the second largest stream in the world. Save the Amazon, no other pours to the sea such a flood. Its current is so swift that there is no delta, the river pushing boldly into the sea. Ships take fresh water in the mouth of the Congo, as though in a lake, and when the river is at flood the waters of the ocean are discolored 300 miles from land. This mighty stream, however, from Stanley Pool to Vivi, a distance of more than 200 miles, is so broken during its descent from the great African plateau to the coast line, that navigation is impossible, save for short stretches at a time. Vivi is ninety miles from the sea, and the stream is navigable up to that point for ocean-going vessels, so beginning at the nearest convenient point to the coast, a town called Matali, a route was surveyed to Leopoldville, on Stanley Pool, a distance of about 250 miles. The surveys were completed in 1888 and construction was begun as soon as the contracts could be given out. The track is now almost finished to Stanley Pool, and a railroad is, therefore, actually in operation in what Stanley twenty years ago called Darkest Africa.

The difficulties in the way of construction were enormous, for there is a difference of 3,000 feet between the coast line and the plateau from which the Congo descends and the roads runs through the broken country, which separates the interior from the coast. It is a veritable African Switzerland, rugged, mountainous, offering to the constructor all the difficulties presented to a railroad builder in the Swiss or Tyrolean Alps, together with many which are peculiar to the tropics. The temperate zones know nothing of the tremendous rains occurring during nearly half the year on the Congo. Rivulets become torrents, creeks swell into mighty floods, and railroad beds deemed securely laid, are washed away like stubble. The railroad builder must be continuously on his guard, for the country abounds with the much-dreaded wood ants, which, leaving no ouside incidation of their ravages, eat away the interior of railroad ties and the beams of trestles and bridges, so as to leave a mere shell. All timbers employed in construction were previously treated with chemical preparations to repel the ants, and after this precaution only constant watchfulness insured their safety. The broken nature of the country required an enormous number of bridges; in a single kilometer, at one point in the road, there are twenty-two bridges, trestles or viaducts. The masonry was required to be of the most substantial character to resist the floods, and, as soon as possible, all wooden structures were replaced by iron, which is kept carefully painted to prevent the rust and decay consequent upon the dampness of the climate.

The road has, therefore, been one of the costliest undertakings of the kind ever carried to successful completion. The first loan was for 25,000,000 francs, but the work had progressed only a short distance when it was perceived that this sum was entirely inadequate, and further negotiations were necessary in order to secure funds. Thus far over 60,000,000 francs have been expended in construction and equipment, and there is still an urgent call for more money to replace the wooden trestles with iron and make other improvements in the road. A large portion of this enormous sum has been expended in salary and wages, for Europeans who go to a deadly climate must be well paid for their services, and the assistance of over 20,000 blacks was needed during the progress of the work. Among the whites the engineers, builders and contractors, every nation in Europe and America is represented. While the supreme direction is in the hands of Belgians, as the Congo Free State is an enterprise of Belgium, there are Frenchmen and Germans, Russians and Italians, Scotchmen, Englishmen and Irishmen, and, as might be expected, half a dozen Americans who are seeking fortune in what to the rest of mankind is practically a new world.

The laborers are all blacks. In the Congo Free State there is an estimated population of from 10,000,000 to 20,000,000, the exact number being conjectural. Over 100 different tribes are found, and as many languages and dialects. Most of the tribes are of the Banu race, of a much higher grade of civilization than the African at the southern end of the continent. The negroes of the South can with difficulty be persuaded to work at all; those of the Congo, to the surprise of the European contractors, were anxious for employment, and worked hard, giving perfect satisfaction to their employers. Such is their intelligence that no small part of the work, which in other countries is done by skilled mechanics, was on the Congo railroad done by blacks, who had been trained by the European overseers. Without the co-operation of these natives, the construction of the road would have been impossible, for white laborers can not endure the deadly heat and the miasmatic fevers, which have no effect upon the African frame. Under European training and direction, the negroes not only did the grading, but laid the track, set the rails and put in position the various iron beams, girders and trusses which formed the bridges. Such skill have they manifested that now all repairs to the road, the cars and engines are made by African mechanics who display not only skill, but a large measure of pride in their work.

Had it not been for the cheapness of labor the road would have cost more than it did. The white overseers and directors, of course, receive large salaries, and so do the blacks, for Africa. The men who did the excavating and the work of laying the track were paid from 37 to 45 francs a month, or from $9 to $11; the native mechanics from 2 to 6 francs a day. It is said that the Moslems among the blacks are preferred by the constructors, not only for their superiority to the others in point of intelligence or skill, but from the fact that they are more sober than the other classes of population, it being a fundamental principle, not always observed, however, among the Mussulmans, that indulgence in strong drink prejudices men's chances of paradise. A writer in L'Illustration says, and, if his statements are correct, the laborers must have healthy appetites, that the daily ration consists of 500 grammes of rice, alternating day by day with 250 grammes of salt meat and 250 grammes of beans or the same weight of dried fish and biscuits.

In the early stages of the work much difficulty was experienced by the overseers on account of the multiplicity of languages in the construction camps. Half a dozen European tongues were spoken to begin with, and among the natives in a camp of a thousand men there were probably twenty different dialects. This difficulty was overcome by securing interpreters from the coast and boatmen on the river, who, by travelling up and down among the different tribes, had acquired a tolerable knowedge of the languages spoken in the country. A serious obstacle was encountered by the paymaster and those in immediate charge of the work to recognize the men, for to persons unaccustomed to the colored races all "coons look alike," and before the fraud was detected the paymaster was imposed upon to a considerable sum by enterprising natives, who, in their way, were as sharp as "Ah Sin." It was impossible to pronounce the native proper names, so the managers manufactured names for themselves, which the natives soon learned, and "Bottle Beer," "Newspaper," "Flying Ship," and other humorous sobriquets soon became common, and were accepted in good faith by those on whom they were bestowed and answered to as promptly as their own unpronouncable appellations.

The surprise of the Europeans on witnessing the eagerness for work and the laboriousness of the blacks was increased when another admirable trait was discovered, that of economy and love of money-saving which was believed not to exist among the native population. The astonishment of the paymaster was still further increased when the native workmen declined to draw more than a very small portion of the wages coming to them, preferring to leave the remainder in his hands until the close of their terms of engagement, when they wished to take the whole sum and go home as capitalists. Many of them, after working steadily for two or three years, found themselves in possession of very decent sums; one drew over $100, went home and set himself up in business as the leading capitalist of his village, bought out the local chief and now rules as an African potentate. Many others bought houses, herds of cattle and harems, with the results of their labor, while still others, finding themselves in possession of $300 or $400, became merchants. A railroad pushed into the country of such a people is sure to become a profitable investment, for intelligence and business tact of this kind will certainly tend to increase very largely the export business of the Congo Free State. As the construction of the road progressed the whites were quartered in small houses, which were hauled to and fro on the road, being of a size that could be easily lifted from the flat cars and established at convenient points along the track. The blacks housed themselves, building temporary huts of grass branches, which kept off the rain and sun. Dozens of these deserted camps are now to be seen along the line of the road, and close by each a little graveyard, where the workmen who died were buried by their friends, and their personal property, such as umbrellas, tin pans, earthenware, cups and the like, were left on the graves for the use of those who had gone to the spirit world.

The tariff on merchandise seems heavy, being 2 francs and 50 centimes per ton for each kilometer. A considerable reduction, however, is made for articles which tend to the improvement of the country, such as farming implements, tools and machinery. The passenger rate is 1 franc and 25 centimes for white travellers and 12½ for natives, the difference in accommodation being accounted or by the fact that the whites are carried in carriages somewhat resembling the old-fashioned coaches, while the blacks are placed in open cars without seats and left to ac-can.

Some idea of the business that will be done by the road may be had from the statement that in 1897 the general imports were valued at over 16,000,000 francs, the exports at a little more. The chief articles exported are ivory, palm oil and nuts, India rubber, coffee and tobacco. The chief imports are texile fabrics, guns, powder, spirits and European tools and machinery.

POINTED PARAGRAPHS.

The meaner a man is the harder he tries to lower his record.

Nightly changes of scene break the monotony of the actor's life.

Our worst misfortunes hover on the brink of our apprehensions.

The prettier the girl the more attention she seems to think she requires.

"Know thyself," says the philosopher. Yes, but who is to introduce us?

It's easier to see through the plot of a play than through the big hat in front of it.

The respect due to old age is always dealt out with a ladle to the wealthy grandparent.

An Irish philosopher says we can only get the things that are beyond our reach by striving for them.

A defeated candidate says there is no honesty in politics. Perhaps not, but the supply seems to equal the demand.

Israel Zangwill does not limit his oddness in taste to literature and things of pure art. It goes even to photographs, and those of himself. What is said to be his last photograph portrays him in the act of stirring batter for a cake in the kitchen of Judge Sulzerger, whose guest he was in Philadelphia.

NEW ZEALAND TRADE.

Government Commissioner in Victoria on His Way Back to the Antipodes.

Tells How the Commerce Between His Colony and Canada May Be Increased.

The enterprise of New Zealand and the efforts that that thriving portion of the British Empire to extend its trade with the outside world was touched on last night by Mr. John Holmes, of Wellington, New Zealand, who in his capacity of commissioner appointed by the government of the colony, has for a year past been visiting Australia, Great Britain, the United States and Canada. He arrived last night from Vancouver, and will take the Warrimoo this evening on his way home. Mr. Holmes left New Zealand on June 22, 1897, and after visiting New South Wales, Victoria, South Australia nad Queensland, sailed for Great Britain, where he visited London, Liverpool, Manchester and the more important trade centres of England, afterwards going to Scotland, where Edinburgh, Dundee, Aberdeen and Glasgow were touched, and thence he went to his native country, Ireland, and, having fulfilled his mission in Belfast, Dublin and Cork he sailed for New York, visiting Washington and Boston, afterwards going to Montreal and coming west over the C. P. R. Mr. Holmes expressed his appreciation of the kindness shown him by the mayors, chambers of commerce and boards of trade at the various cities at which he stopped. For instance, he was given a public lunch by the mayor of Manchester, and was given an opportunity of making a public address on the natural resources of New Zealand, and particularly of the opportunities offered of doing trade with the colony. In the United States Mr. Holmes found the same kindness and courtesy shown him as in the Old Country, chief among these being his kindly reception by President McKinley at Washington, the President expressing the hope of closer trade relations between New Zealand and the United States. The attention paid to Mr. Holmes in the United States evidently showed the keen desire of the Americans to reach out for the trade of New Zealand, one would gather by Mr. Holmes' accounts of his visit to the American cities. Speaking of Canada, Mr. Holmes said he had the same liberal hospitality extended to him in Montreal, and he was enabled to show a large number of members of the board of trade of that city the great advantages that New Zealand trade offered to the manufacturing centres of Canada. This led to invitations from several factory owners to inspect their works, such as boot and shoe factories, shirt factories, cotton-spinning and so on. The result of his Montreal visit was that the manufacturers were confirmed in their belief that they could open up a large trade with New Zealand. The best evidence of what Canada could do in New Zealand, Mr. Holmes said, was the success that had attended the Massey-Harris Co., of Toronto, who were making large strides in securing a large share of the trade in agricultural implements in New Zealand in spite of the strong competition of United States manufacturers. As a result of Mr. Holmes' visit, several Canadian firms have decided to send samples of their goods to New Zealand, and to open up a trade there. With regard to Mr. Holmes' special mission, it originated through a unanimous petition from the business houses to the New Zealand parliament to take steps to open up a market in England and America for New Zealand hemp, and also to offer a prize of $10,000 for the best process, mechanical or chemical, that can be invented for improving the preparation of the native hemp, known as phormium-tenax, which is largely used for rope, cordage and binder twine; for this latter use no better material can be found, Mr. Holmes stated. Already as the result of his trip, orders for many thousands of tons have been forwarded from Great Britain and the United States to New Zealand, while the Canadian ropemakers assured him that they were anxious to increase their trade in the purchase of this hemp.

Apart from the butter trade, New Zealand can offer to Canada in the way of reciprocal trade, hemp, rabbit skins for felt hats and kauri gum for making varnishes. Mr. Holmes thought that there should be an increased demand in British Columbia for the excellent butter New Zealand exports and also for frozen mutton which was, he said, admitted to be the finest reaching the English market. This trade had grown from 40,000 sheep shipped to England in 1882 to 2,700,000 carcases at the present time. In the face of this enormous exports, the flocks of New Zealand have increased from 16,000,000 to 20,000,000, during the past six years—a strong proof of the colony's advantages as an agricultural and pastoral country. The colony exported to-day 76,000 cwt. of butter and 66,000 cwt. of cheese, both of which were displacing the Danish brands in in the London market. This cheese and butter was not in competition with the Canadian export to Great Britain for the reason that when it is winter in New Zealand it is summer in Canada. Mr. Holmes is patriotic and wants to see the British market supplied by British produce and not by France, Denmark and Russia, as is now largely the case.

As an evidence of the interest taken by the New Zealand government in encouraging agriculture. Mr. Holmes mentions that the minister of agriculture, Hon. John McKenzie, has engaged Mr. J. H. Ruddick as chief dairy expert to further the dairy interest. Mr. Ruddick is well known in Victoria, having been in charge of the travelling dairy when it was sent here by the Dominion government first and he now resigns the position of head of the Kingston Dairy school for his new position. He sails with Mr. Holmes this evening.

Mr. Holmes explained that the total exports of New Zealand, in wool, frozen meat, dairy produce, Kanu gum, gold, tallow, rabbit skins and other products represented a gross value yearly of $50,000,000, while the imports of drapery, clothing, hardware, cutlery, watches, clocks, tea, sugar, tinned fish of all kinds, cement, iron and paper amounted to $45,000.

Speaking of the market for paper in New Zealand Mr. Holmes said that as there was no pulp wood in that country and there was a large market not only for paper for the 250 newspapers published there but for all classes of stationery. Furniture was also imported largely and the excellent cedar, walnut of other native Canadian woods should meet with a ready sale.

British Columbia canned salmon was already represented there but the business could be largely increased by proper organization. Canadian bicycles have already a regular sale in New Zealand and were in good demand. In safes Eastern Canadian firms should do well and British Columbia firms could get a good market for dried fish, kippered herring and kippered salmon.

Mr. Holmes was very enthusiastic over the magnificent route from Montreal to the coast over the C. P. R. and for the efficient service on the route and the courtesy of the officials. He also had words of praise for the trip between Victoria and Vancouver by steamer, the scenery being to his mind some of the finest he had ever seen.

Mr. Holmes is at the Victoria hotel to-day and will be pleased to see any one interested in the trade between Canada and New Zealand.

St. John's, Nfld., Oct. 20.—Admiral Oskane and Sir John Hampton, the royal commission now inquiring into the French shore questions, are holding daily conferences with the colonial cabinet, with a view to arranging a basis of negotiations with France for the settlement of the issues involved.

The ministry favor the absolute removal of the French from Newfoundland soil, or some interpretation of treaties which will prevent the few French fishermen now visiting the coast from interfering with the development of that large and valuable section of Newfoundland's coast line. The commissioners will return to England next week.

NOTICE

Section 109, Sooke District—Estate of the Late G. W. Brown, Deceased.

Tenders will be received by the undersigned up to the 20th day of November, A.D. 1898, for the purchase of above section, containing 117 acres, alder bottom, and easily cleared. Good site for cannery, situate at the head of Bechey Bay.

Before any tender can be accepted the approval of the Court must be obtained.

Dated 20th October, A.D. 1898.

DRAKE, JACKSON AND HELMECKEN,
Solicitors for the Trustees.

NOTICE.

George A. Pritchett, Deceased.

Pursuant to the Trustee's and Executor's Act, notice is hereby given that creditors and other persons having any claims or demands upon or against the estate of George A. Pritchett, late of Glenora, Cassiar, B. C., who died on the 7th September, 1898, administration of whose estate and effects was granted to James Porter, of Telegraph Creek, Cassiar, and Duncan McKinnon, of Wrangel, Alaska, by the will of the said George A. Pritchett (deceased), dated the twenty-seventh day of June, 1895, at Wrangel, Alaska, are hereby required to send in writing the particulars of their claims and demands to the said James Porter and Duncan McKinnon, at their residences aforesaid, on or before the 1st day of November, 1898. And notice is hereby given that, at the expiration of the above mentioned day, the said James Porter and Duncan McKinnon will proceed to distribute the assets of the said George A. Pritchett amongst the parties entitled thereto, having regard to the claims of which the said James Porter and Duncan McKinnon have then had notice, and the said James Porter and Duncan McKinnon will not be liable for the assets or any part thereof so distributed to any person of whose claim the said James Porter and Duncan McKinnon have had no notice at the time of the distribution.

Dated this 22nd day of September, 1898.
(Signed) JAMES PORTER.
(Signed) DUNCAN M'KINNON,
Administrators of the Estate.
Date of first publication, Sept. 28, 1898.

NOTICE.—Sixty days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on Chilcotin River, about three miles above the Forks; commencing at a stake marked H. T. E. Peake, S.W. corner, thence 80 chains E., thence 40 chains N., thence 80 chains W., thence 40 chains S., to point of commencement. HAROLD T. E. PEAKE.
September 8, 1898. s15

Sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situate at the head of Kitamaat Arm, Coast district, commencing at W. McKenzie's N.E. corner, thence north 40 chains, thence west 40 chains, thence south 40 chains to W. McKenzie's N.W. corner; thence east along W. McKenzie's north boundary 40 chains to place of commencement, containing 160 acres more or less.
ERNEST TEMPLE.
Kitamaat Arm, August 20th, 1898.

NOTICE.—Sixty days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on the Chilcotin River, about five miles above the Forks; commencing at a stake marked R. F. Newton S.W. corner, thence 80 chains E., thence 40 chains N., thence 80 chains W., thence 40 chains S., to point of commencement. R. F. NEWTON.
September 8, 1898. s15

NOTICE.—Sixty days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on Chilco-Chilcotin River about five miles above the Forks; commencing at a stake marked H. H. P. Hayliff S.W. corner, thence E. 80 chains, thence N. 40 chains, thence W. 80 chains, thence S. 40 chains to point of commencement. H. P. S. Bayliff.
September 8, 1898.

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described timber lands, situate in the district of Cassiar, B. C.: Commencing at a post on the west side of Pine creek, about one-half mile north of Pine creek discovery camp, and the same distance from the creek; thence northwesterly 40 chains to base of mountain range; thence southwesterly 240 chains; thence southeasterly 40 chains; thence northeasterly 240 chains, to point of commencement, and containing 1,000 acres, more or less.
W. G. MITCHELL.
Dated August 29th, 1898.

NOTICE.—Take notice that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for the purchase of one hundred and sixty acres of land, situate in the district of Cassiar, British Columbia, commencing at a post marked W. G. Mitchell, southeasterly corner; thence northeast 40 chains to Junction of Pine creek with Lake Surprise; thence in a northwesterly direction 40 chains along the shore of Lake Surprise; thence 40 chains in a southwesterly direction; thence 40 chains in a southeasterly direction, to point of commencement.
W. G. MITCHELL.
Pine Creek, Lake Atlin, Sept. 8th, 1898.

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