MR. JUSTICE MORRISON.

The Times congratulates Mr. Aulay Morrison upon his appointment to the British Columbia Supreme Court bench. It should also, and for the same reason, congratulate the public.

Mr. Justice Morrison has been a member of the New Westminster bar for many years, having earned for himself a prominent and highly honorable position among the legal fraternity of the province. In addition to his admitted strength as a legist, the new justice is a man of high character, unswerving honesty, and strong independence—qualifications indispensable to the maintenance of the good name and high standing of our judiciary.

Mr. Justice Morrison will probably take up his residence in Vancouver, where the volume of legal business is growing so rapidly that the continual presence of a Supreme Court judge is absolutely necessary. In that event Vancouver city may also be congratulated.

THE OUTLOOK.

No political party ever entered upon a campaign with more flattering prospects than do the Liberals at the present time. From one end of the Dominion to the other there is, not simply a feeling of confidence in their ranks, but a general admission on the part of their opponents that Sir Wilfrid Laurier is sure to be sustained. Naturally the Conservative press endeavors to keep up a bold front, but those who have come into personal contact with the leaders of that party know that they have no hope of success.

It would be an astonishing thing if the country did not extend its confidence to Sir Wilfrid Laurier. What are the considerations which influence the voters? One of them is the general condition of the country, and surely no one will deny the statement that never in the history of Canada have the people enjoyed such prosperity as under Liberal rule. Since 1896, when the Conservatives were turned out, trade has expanded at such a rate that all records everywhere have been beaten by the record of Canada. Nowhere is this admitted more freely than in the United States, and the press of that country has held up the figures of Canadian commerce for the admiration of the people. One of the results of this is the revival in that country of the demand for reciprocity with the Dominion. In the time of the Tories, the government of Canada was constantly making overtures, more or less formal, for better trade relations with the United States, but to no purpose. We were treated as a people suing for a favor, and flouted accordingly. The Liberal tariff policy, by its wise provisions, has stimulated our commerce, so that to-day Canada shows the greatest progress in foreign trade of any country in the world, and stands next to the United Kingdom in the magnitude of its commerce per capita.

The condition of our monetary institutions shows that domestic trade is in an exceedingly healthy condition. Our banks never had as much money on deposit, they never had as much money out on business paper, they never were making greater profits for their shareholders than they have been making since the Liberals came in and are making now. The condition of our manufacturing interests is in the highest degree satisfactory. At a time when strikes, lockouts and depression have been marked features in the manufacturing field in the United States, our factories having been running to their full capacity and the only difficulty experienced has been to fill orders.

Never in its history has the population of Canada increased as it has during the last eight years. Never before in the history of the country has it occupied so conspicuous a place in the eyes of the world. Its potential greatness is now everywhere admitted, and in consequence the tide of immigration is flowing towards it.

No government ever planned a development project of the magnitude of the National Transcontinental Railway. This is a large statement, but it is fully warranted by the facts. In making it, the Times does not wish to detract anything from the credit attaching to the men who committed the country to the construction of the Canadian Pacific Railway. That was a daring project, but events have justified it. The new enterprise is not so speculative, because we know better than we did twenty-five years ago what the country is and what can be done to develop it. Nevertheless in point of magnitude, in boldness of conception, in soundness of the principles upon which its construction has been secured and in the value of the results sure to be achieved, it surpasses not only any project heretofore undertaken in Canada, but stands without a peer in the history of any country.

Canada has never occupied so prominent a place in the British Empire as that which it has attained under the statesmanlike policy of Sir Wilfrid Laurier. The British preference was a master stroke, and its effects will be felt among British people for many years to come. But the Liberals have not been content to be satisfied with strengthening the position of Canada in the Empire. They have taken a stand before the world that has gained for the country deserved renown. The imposition of the German surtax showed that the Dominion can be trusted to take care of its own interests, and that it knows how to fight the battles of the Empire as well in the walks of peace as in those of war. Readers will remember that Germany struck at Canada because of the British preference. Canada did not weaken, but struck back by imposing a surtax, and the whole world admired the courage of the vigorous young giant of the North. The Liberal administration has done more to promote Imperial unity, and strengthen the esteem in which Canada is held by the Mother Country than all the governments that have ever preceded it.

With progress and development at home, the well-earned respect of the nations abroad, the strengthening of the bonds of the Empire and a bold and far-reaching policy of internal improvement it is not surprising that the Liberal party feel the highest confidence in the result of an appeal to the people, and that their opponents are correspondingly depressed. A Liberal victory is certain. The only question is as to the majority that will support our statesmanlike and far-seeing Premier when he meets the next parliament.

B. C. AND THE G. T. P.

The Colonist says it is sorry. All it said that British Columbia would not benefit to the extent of one cent by the construction of the Grand Trunk Pacific, and the reason for its sorrow is that it forgot, until reminded by the Times, that the new railway will have to provide itself with a terminus and southern connections. The value of the arguments of a journal which forgets that a railway must have a terminus is more imaginary than real, and unfortunately for its reputation as a guide of public opinion, the Colonist has forgot some other very important things in this connection. What our contemporary has in what by courtesy may be called its mind is a railway built from the East westward as rapidly but not more so than the rails can be laid and supplies forwarded over it. It forgets that construction carried on in this fashion would take more years than most of us would care to contemplate to reach the Pacific Coast. If the Grand Trunk Pacific is to be completed within the time limited by the act, the work in British Columbia must be attacked at as many points as possible. Trains with supplies cannot wait at the end of the track while mountains are being tunnelled, canons are being pierced and rivers are being permanently bridged, that is where there is so short a time limit as that imposed on the G. T. P. As business men, the managers of the enterprise may be relied upon to pursue business methods.

But even if the absurd anticipations of the Colonist were realized and the company should determine upon the slowest and most expensive way of building its line, thereby locking up its capital and permitting other transcontinental roads to cut them out of the Oriental market, it would nevertheless remain true that at least $15,000,000 would be spent in this province in connection with the enterprise, and to claim that this can be the case and yet British Columbia not benefit to the extent of one cent thereby, is to display such a ludicrous conception of the manner in which business is carried on and so low an estimate of the ability of our business community that we feel like apologizing to the people of Victoria for thinking it worth an answer.

Another curious vagary of our morning contemporary is its notion that there is some connection between the guarantee of 75 per cent. of the cost of the mountain section and the expense of administering the government of this province. An ordinary individual might be disposed to think that the fact that the Dominion had undertaken so exceptional a responsibility in connection with the part of the railway through this province was a recognition of the large contributions of British Columbia to the federal revenue, which justify the Dominion in going to a greater length to develop this province than the others. It is an admission by the Liberal party that it will pay to open British Columbia by a railway, even if the country must guarantee three-quarters of the cost of the work. Against this the Colonist raises an outcry. It says your railway will bring people into the country; they will have families and the children must be educated; they will have business and courts must be established; they will want to move about from place to place, and roads and bridges must be built. If you will insist upon developing British Columbia without the expenditure of a dollar or the gift of an acre of land by the province, you must also put your hands in your pockets and hand us over some money to meet the expenses of administration of our local affairs, which this added prosperity will entail. There may be some one in the Colonist office who believes that this is sound argument and will gain votes, but no one else does.

THE LUMBER TRADE.

The Colonist prints a jeremiad on the lumber trade, and nothing will satisfy it except a tariff framed "particularly in the interests of British Columbia." The Colonist knows perfectly well that if its friends were in power they would not dare frame a tariff "particularly in the interests of British Columbia." The tariff must be something of general application, and each of the other provinces has as much right to ask for a tariff framed in its interest as British Columbia. The Colonist also tells us that it is impossible to carry on lumbering in this province under existing conditions except at a loss. "Present conditions" have existed for some time, and the Colonist is surely not so absurd as to ask anyone to believe that for years the lumbermen have been operating at a loss.

Just at present every saw mill in Victoria is running on full time, and all of them have recently enlarged their premises. There never was a time in the history of the city when so many saw logs were brought into the harbor, and this fact, together with the intention of some people to erect another mill, has led some of our citizens to protest against the further defacement of the beauties of the Arm by unsightly booms of logs and mills. If the people, who are enlarging their premises and bringing in all this lumber, are doing it at a loss, they certainly require the intervention, not of the government, but of a commission of lunacy. But they have the deserved reputation of being sane business men, who have made a great success of their undertaking. We may assume that they know better than the Colonist whether or not they cannot carry on except at a loss, and as they continue to carry on, and that, too, on a larger scale than ever before, it is to be presumed that they are not losing money. Our contemporary has on many occasions recently told in its news columns of new saw mills that are to be erected throughout the province. Surely the people contemplating the erection of such mills do not propose to embark in a business ordained in advance to be a loss, until such time as a government comes into power at Ottawa that will pass a tariff "particularly in the interests to British Columbia." It is well known that never in the history of the province have there been anything like as many saw mills in operation as "under present conditions." Are we expected to believe that the people owning them do not know enough about their own business to close down when they are losing money?

The Times is not unfavorable to such changes in the tariff as will promote the interest of British Columbia; but it recognizes, as nine-tenths of the people of the province do, that the government must consider the interests of the whole Dominion, and that to frame a tariff particularly in the interests of any one province would be impracticable and exceedingly unstatesmanlike. The Colonist is unfortunate in its reference to the duty on steel rails, because there is absolutely no similarity between a new industry and an old established one. Its sneer at the lead bounty is uncalled for, and in exceedingly bad taste. The bounty has already done great things for lead-producing districts of this province. But this is always the way with a Tory. When he is out of office everything is wrong.

THE COST OF THE G. T. P.

So much loose talk about the cost of the Grand Trunk Pacific has been indulged in that it may be well at the risk of repetition to state the facts briefly.

The approximate length of the National Transcontinental Railway from Moncton to the Pacific Coast will be 3,355 miles, made up as follows:

Moncton to Quebec—400 miles.
Quebec to Winnipeg—1,475 miles.
Winnipeg to Mountains—1,000 miles.
Mountains to Coast—480 miles.

Of this mileage the first two items amounting to 1,875 miles will be built by the Government. The estimated cost of this is $50,000,000, and the road when completed is to be leased to the Grand Trunk Pacific at a rental equal to 3 per cent. of its actual cost, but no rental is to be paid during the first seven years. As the money can be borrowed to build the line at 3 per cent., it follows that after the expiration of seven years the indebtedness on account of construction will not be a charge upon the public revenue, and hence the only responsibility which the country incurs for this section is to pay 3 per cent. on the cost for seven years, or $10,500,000.

The government assumes no responsibility in regard to the section between Winnipeg and the mountains, except to guarantee 75 per cent. of the bond issue, but not to exceed $13,000 a mile. It is not suggested by any one that this guarantee will involve the expenditure of a dollar of the public money, as the road will earn interest from the outset. The guarantee by the Manitoba government of Canadian Northern bonds has not cost that province a dollar.

The government guarantees 75 per cent. of the cost of the mountain section, and agrees to pay the interest for seven years. This, it is estimated, will amount to $3,000,000. Then the interest that will have to be paid during construction, estimated at $2,500,000, must be taken into account, and thus we get the total cost of the 3,355 miles to the public treasury as follows:

Seven years' interest on the Moncton-Winnipeg section	$10,500,000
Seven years' interest on the Mountain-Coast section	3,000,000
Interest during construction	2,500,000
Total	$16,000,000

The Tory claim that the Dominion is to build the railway and give it to the company is thus shown to be absolutely without foundation. The section from Moncton to Winnipeg will always remain the property of the government, and will be leased for 50 years at a rental that will relieve the treasury of any charge on account of its construction. The government does not build the section from Winnipeg to the coast, but simply gives its guarantee to facilitate the financing of the enterprise. When the Intercolonial Railway was built the Imperial government guaranteed the loan, but no one pretended that the Imperial government built that railway and gave it to Canada. There is not the least difference between the two cases, except that in the case of the Intercolonial the Imperial government had no recourse against the Dominion if the interest was not paid, while in the case of the Grand Trunk Pacific the government may take the road out of the hands of the company if default is made in the interest payment. Besides all which, at the expiration of 50 years, the government may take over the road on certain terms and thus, with the Moncton-Winnipeg section, become seized of a railway from ocean to ocean.

Sir Charles Rivers-Wilson announced at the annual meeting of the Grand Trunk Railway Company, recently held in London, that the work of construction on the Grand Trunk Pacific will be begun early in the spring. Sir Charles declared the position taken by Mr. Borden in regard to the G. T. P. contract to be scarcely distinguishable from repudiation. As a matter of fact it cannot be so distinguished. This is perhaps the first time in the history of Canada that a party has gone to the people pledged to repudiate a solemn contract entered into by the Crown. If the Conservatives should by some miracle succeed and then proceed to make good their threat of repudiation, the good name of Canada would become offensive to the nostrils of the business world. When years ago the State of Virginia repudiated its obligations, every one was amazed, although some said that nothing better was to be expected from a republic. If Canada embarks upon a policy of repudiation, if men who contract in good faith with the government are never to feel sure but that after the defeat of that government its contracts will be repudiated by its successor, an end will come to the good reputation of the country.

* * *

The Colonist last week made a great outcry about certain alleged vexatious customs regulations that have recently come into operation. These regulations are cited as evidence that the gods are making the Liberal party mad as a prelude to its destruction. In point of fact they are simply the changes rendered necessary by the "anti-dumping" legislation of last session. The Tory organ has clamored for something that would prevent foreign manufacturers from making a slaughter market of Canada, and now that it is provided it cries out for the people to condemn the government on account of it. Possibly this is another instance where the Colonist "forgot."

* * *

Mr. Carnegie is nothing if not original. His latest expression of opinion is that Canada will annex the United States, and after this is accomplished "the Mother Land will then be glad to unite with her united children." Commenting on this proposal the New York Times jocularly says that it might be brought about by electing Sir Wilfrid Laurier president of both countries, and that while it may be a little late to do this in 1904, three years later things may be in better shape to consider it.

* * *

The Baltic fleet is once more about to do something. If the Russians were worth anything at sea, they would really have matters pretty well in their own hands. But they are not, and never were. Past experience shows that the only use the average Russian commander has for a ship is to run her ashore or sink her. The subjects of the Czar have no stomach for a sea-fight.

* * *

General Manager Wilkie, of the Imperial Bank, who has recently visited this province, stated in an interview in Toronto that British Columbia has a great future before it, but that the people of the rest of the Dominion do not appear to recognize the vastness of our needs and resources.

* * *

Lord Dundonald proposed to amend the Militia Bill by providing for compulsory service and by creating an army. A photographic reproduction of a section of the bill shows these suggested changes in His Lordship's handwriting.

* * *

"If ever I had confidence in my country, and God knows I always had, if ever I had faith in my own country, it is since I began to study this plan for the new railway."—Sir Wilfrid Laurier at Sorel.

* * *

The new Tory slogan: Defeat the Liberals and prevent the settlement of the province, and thus save the cost of carrying on the government.

* * *

A motto for our morning contemporary: "Lest we forget."

James Torrence, 70 years old, a wealthy ranchman of the White river valley, King county, Wash., and his aged wife, were detained among the immigrants on Ellis island Friday, despite the fact that they had almost $100,000 in their possession and pleaded to be allowed to proceed home, says a New York dispatch. Torrence is an Englishman by birth. Having made a large fortune, he and his wife went to England last June to visit their old home. When they were ready to return home they were unable to get anything but steerage passage on the steamship they decided to return on.

BABY HUMORS.—Dr. Agnew's Ointment soothes, quiets, and effects quick and effective cures in all skin eruptions common to baby during teething time. It is harmless to the hair in cases of scald head, and cures Eczema, Salt Rheum and all Skin Diseases of older people. 35 cents.—55.

A POLICE THEORY AND REMINISCENCE

DID ONE ROWLANDS HOLD UP THE TRAIN?

Supt. Hussey Recalls the Robbery of the Cariboo Stage—Similarity of Description.

After all, the daring hold-up of the C. P. R. train at Mission some time ago was merely a nine-day sensation; nowadays it requires a pretty startling event to bo'd the public attention for a longer period. What is wanted to revive the general interest in the unusual occurrence just referred to is the capture, trial and punishment of the desperadoes who did the deed, and to this the C. P. R. detective service and the Pinkerton spotters are bending their energies. Of course the large reward offered by the railroad company and the province remains as strong an inducement as ever, although it should be remembered that the great United States detective agency does not operate for rewards. This rule it lays down in its annual report, while on several occasions in which the assistance of Pinkerton men was invoked by the Victoria police they stated that they did not work for rewards.

The circumstances of the robbery, the first of its kind in Canada, gave birth to a multitude of theories. Criminal records for the past decade were resurrected by police and detective departments, and each had its finger on the photograph of the man who was a likely suspect. The various penitentiaries were communicated with, and the names, characters and records of the men recently discharged or escaped were obtained. The Victoria detectives did a little academic theorizing from afar, and concluded that the hold-up at Mission was just such a job as would tickle the heart of one Bill Miner, alias Morgan, a graduate of San Quentin.

Supt. Hussey, of the provincial police, had in his mind's eye the picture of a man whose modus operandi and description were not unlike those of the leader of the desperate gang that robbed the railway train. Years have elapsed since the superintendent last saw this man, but he would not be astonished should it develop that he is the same artistic "agent" whose recent operations were attended with so much success.

One day about thirteen years ago as the Cariboo stage was passing up a slight grade at Bridge creek, the driver was startled by the sudden command: "Halt, and throw up your hands!" an order accompanied by a volley of expletives that would make a Chicago Bowery tough shrink with envy. The driver, who was a big, husky, fearless fellow, looked in the direction of the voice and saw a rifle pointed at him from some brush ingeniously arranged on a stump alongside the road. He thought somebody was trying to frighten him so he yelled back: "Oh, go on and take a tumble to yourself," or words to that effect.

"Hold those horses, I tell you," replied the highwayman with another torrent of oaths and curses, "or I'll blow your head off." The driver saw that his new acquaintance meant business, so he obeyed the mandate with alacrity. "Get me that box of gold," was the next peremptory order, and the driver complied, presenting the bandit, on the latter's request, with a package of registered mail. The latter then ordered the driver to proceed on his way and not to get too curious or something would happen to him. The robber, who was masked, got off with five or six thousand dollars of dust, representing the product of several Cariboo creeks. When the hold-up was reported it raised a great hue and cry. The whole country was scoured; every suspicious looking man was investigated; the avenues of escape were guarded; but the robber remained at large. It was presumed that in some manner he had eluded his pursuers and escaped from the country.

Not long after this, after the excitement had died down, rumors of new strikes of placer gold at Scotty creek, ten or twelve miles from Clinton, began to fly through the air. A man named Rowlands, it was said, had made quite a clean-up, and he made no secret of his belief that the creek would repeat the history of the glittering experiences of several decades before. But the miners did not take kindly to the tales circulated by Rowlands. They knew that Chinese miners had been working on the creek and had left it. They knew that when Chinese packed up their implements and migrated from a place they had extracted every vestige of "yellow treasure" the locality held.

At that time Mr. Hussey was chief constable and government agent at Kamloops, and under him was Constable Burr, who was stationed at Ashcroft. Burr informed Mr. Hussey of the attempts of Rowlands to organize a stampede to Scotty creek, and the latter at once divined that there must be some excuse for it. Having had some mining experience he knew that there was very little, if anything, at this creek, so he told Burr to keep his eye on Mr. Rowlands.

One evening Mr. Hussey received word from Constable Burr that Rowlands had reached town and stored a sack of gold in Foster's general store. His intention, according to Burr, was to leave at midnight with his clean-up from Scotty creek, to return later and resume the exploitation of his property. The chief constable pondered over the case for a short time. Here was a man with a sack of gold from a creek that miners said was depleted of the yellow stuff. He was leaving the country, and if he turned out to be the man who held up the stage he would never return. Hussey decided to take a long chance, and he ordered the arrest of Rowlands. This Burr accomplished in the man's room, while the miner was in bed. He had a six-shooter under his pillow, which Burr claimed he attempted to use when arrested.

Rowlands appeared anxious to explain where he got the gold, and he made a statement to Mr. Hussey, which was nothing if not voluminous. Every line of that statement was damning, because it showed that Rowlands knew absolutely nothing about placer mining. Mr. Hussey knew by the quality of the gold that it had been obtained from a variety of creeks, the gold of each creek having its peculiar characteristics. Rowlands, however, claimed that he had got it all on Scotty creek. The man was tried at the Clinton assizes. S. P. Mills was the prosecuting counsel, and the judge and a number of the jury were men who had had considerab'e experience in mining. Rowlands was convicted and sentenced to four or five years' imprisonment in the New Westminster penitentiary. A couple of years after that he made a break for liberty and escaped over the fence, although the guards fired at him. He has not been heard of since. While awaiting trial in the Kamloops jail he was a model prisoner. He was mild mannered, mild spoken, and his taste ran to religious literature. His demeanor was more like that of a missionary than a highwayman. He passed the time principally in reading the Bible.

When the C. P. R. robbery occurred a short time ago, both Supt. Hussey and Mr. Mills thought of Rowlands. The former advised the provincial authorities on the Mainland to secure a photograph of Rowlands at the penitentiary and show it to the train men who "made the acquaintance" of the robbers at Mission. Unfortunately there was no photograph available. At the time of the Cariboo stage robbery Rowlands was about forty years of age. The man who led the hold-up of the C. P. R. was between fifty and fifty-five. In size they were about the same and in conversation they were uniquely similar, there being a liberal accompaniment of profanity in both cases.

This, of course, is but a theory, and may be as unsubstantial as most theories, but it recalls a daring robbery, an interesting exhibition of intuitive detective work, and the imprisonment and escape of a man who, even at that time, was no novice in the peculiar operations of the "road agent."

IMPORTANT MEETING.

Members of Fish and Game Club Favor Restricting Sale of Game.

An important meeting of the Victoria Fish and Game Club was held on Tuesday evening at the Driard hotel. There was a large attendance, and the chair was occupied by R. Hall, M. P. P. After the transaction of routine business a report was submitted by the committee appointed to submit recommendations for a revision of the game laws.

The principal feature was the suggestion embodied in the report to the effect that the sale of all varieties of game, with the exception of ducks and geese, be prohibited for three years throughout the province. This naturally roused considerable discussion, and everyone present expressed an opinion in favor of the proposal.

Another recommendation made is that no restriction be placed on a constable in searching a suspect. Under the present act this is only allowed when he is found on the public highway or any other public place.

After other alterations of minor importance had been considered, it was moved that the report be endorsed and immediate steps taken to impress upon the government the necessity of adopting such measures in order to prevent the total extermination of game in neighboring districts. This was carried.

Following this the fishery question came up, and some discussion took place as to whether the Dominion or the provincial government has the power over fishery regulations. It was finally decided that the secretary should be instructed to write the Federal government asking that the trout fishing regulations be altered so as to extend over the season from March 25th to November 15th, the time set by the provincial authorities.

On motion it was agreed that every member of the club become a special constable for the purpose of stringently enforcing the provisions of the Game Act.

Before an adjournment a hearty vote of thanks was tendered C. A. Harrison, proprietor of the Driard hotel, for the use of his parlor for meeting purposes.

ELECTED OFFICERS.

British Columbia Dental Association Held Annual Meeting in Vancouver.

The annual meeting of the B. C. Dental Association was held on Monday at the Hotel Vancouver, Vancouver, Dr. A. J. Holmes, of New Westminster, the president, occupying the chair, with the following members in attendance:

Victoria—Drs. R. Nash, Lewis Hall, S. G. Clemence, R. F. Verrinder, J. J. Garesche and H. Dier; Vancouver—Drs. C. H. Gatewood, W. R. Spencer, C. A. Jackson, Sprague, Emmons, Mansell, Richardson, Telford and McLaren; New Westminster—Drs. Holmes, Hacking and Smith; Nanaimo—Dr. Mason; Revelstoke—Dr. J. C. Morrison; Nelson—Drs. F. H. Morrison and W. B. Clayton; Grand Forks—Dr. K. C. MacDonald.

Dr. Holmes having delivered his presidential address, the business of the meeting was proceeded with, which included the election of a number of new members and discussion of various matters affecting the interests of the association.

The election of officers resulted as follows: President, Dr. K. C. MacDonald, Grand Forks; first vice-president, Dr. C. A. Jackson, Vancouver; second vice-president, Dr. Lewis Hall, Victoria; secretary-treasurer, Dr. R. F. Verrinder, Victoria; executive committee, Dr. Garesche, Victoria; Dr. Morrison, Nelson; Dr. Emmons, Vancouver.

An invitation was received and accepted from the Washington State Dental Association, asking the B. C. association to affiliate with it in holding a Pacific Coast dental convention during the Portland exhibition next year.

A vote of thanks was passed to the retiring president and secretary, and also to the manager of the Hotel Vancouver for the use of the room.

The next annual meeting will be held in Vancouver after the Dominion dental convention, which is to be held at Winnipeg next year.

MINISTER CONGRATULATED.

St. Petersburg, Oct. 5.—12.38 p.m.—The municipalities of Moscow and Odessa have both sent addresses to Prince Peter Serviatopoln Mirsky, the new minister of the interior, congratulating him on the sentiments expressed in his recent utterances, and tendering him their hearty co-operation.

The London Graphic alludes editorially to the absence of any public courtesy toward the officers and men of the American European squadron, which arrived at Gravesend September 24th, and which it excuses on the ground that London is so huge that it is difficult to organize collective action. The American vessels now at Gravesend are the cruisers Olympia, Cleveland and Des Moines, Rear-Admiral Jewell in command.

COMMENCING WORK FOR THE WINTER

ATHLETIC CLASSES TO BE FORMED NEXT WEEK

Y.M.C.A. About to Open Gymnasium for Season—Comprehensive Work Planned.

(From Wednesday's Daily.)

Reports submitted at the regular monthly meeting of the Y. M. C. A. directors last night indicate that this winter's work is going to be the most efficient and comprehensive ever undertaken by that body in Victoria. Prompt steps were taken by the board to provide all the facilities possible to insure the carrying out of the different plans submitted.

Prominent among these were the arrangements for the athletic classes. A visit to the gymnasium showed that excellent facilities have been provided for the training of those whose taste run to athletics. Great improvements have been effected since the "gym" closed last spring. The walls and ceilings have been lined with dressed fir, new mats for floor work purchased, a new gear for teaching tumbling procured, and a considerable number of new dumb-bells, clubs, etc., ordered. The horizontal bar, on which members of the old Y. A. C. were wont to win exercise and glory, has been installed, and arrangements have been made with several prominent boxers, wrestlers, etc., to use the rooms in the evenings and assist in the training of the young men who may wish to attain proficiency in those branches.

The physical classes are to start work on Tuesday next, when the young men's class will be organized. Instructor Waddington will drill the class on Tuesdays and Thursdays of each week from 8.15 to 9.15. The business men's class will be organized the following evening (Wednesday) at 5 o'clock, and instruction will follow throughout the winter on Wednesdays and Fridays between the hours named. Those who intend uniting with the classes should not fail to be on hand on Tuesday or on Wednesday evenings. A membership ticket in the association ($5) entitles the holder to all the privileges of these classes, and of the baths.

A special boys' class is being formed for Saturday forenoons. These boys will be allowed the privileges of the gymnasium on Saturday forenoons, and on one afternoon a week for a nominal charge.

To provide accommodation for the basketball teams an annex hall will be procured at once, a committee being appointed to make a selection from several available.

Another department which is receiving especial attention at the present time is that of education, and to this end Chairman Wootton is providing for a number of night classes, which will be commenced in a short time. These include four subjects, namely, arithmetic, teaching rapidity and accuracy in the fundamental rules and in mechanical work, short, rapid methods and proofs, the metric system, problems in measurements, discount, interest, etc., and particular attention to commercial arithmetic; bookkeeping with business forms, notes, drafts, bills of entry, double entry, trial balances, balance sheets, etc.; penmanship, the muscular movement, medium slant, speed, legibility and neatness, and mechanical drawing—instruments and materials, lettering, views of geometric solids, sections of solids, conventional perspective, practical projection, orthographic projection and working drawings. Some of the best teachers in the city have been retained for this work.

An attractive feature also will be the series of popular lectures which the social department have inaugurated, the first of which will be given to-night by C. H. Lugrin on the "History of the Liberal Party in Canada." This is to be followed by one on the "History of the Conservative Party," by A. E. McPhillips, K. C., and by a series of about a dozen of a most interesting and varied character.

The religious department are arranging for Bible study classes one evening a week, and for improving the Sunday service. It is proposed to organize an orchestra and in other ways add to the interest of these meetings.

The appropriation for the reading room this winter has been increased fifty or seventy-five per cent., and on the table will be found all the best magazines of the world.

The secretaries at the meeting referred to reported a gratifying increase in membership and a practical interest in the institution displayed by a number of prominent ladies and gentlemen. The canvass on behalf of a guarantee fund is proceeding satisfactorily, and so far the response has been most gratifying.

KILLED BY EXPLOSION.

Scranton, Pa., Oct. 4.—The Corning mill of the Dupont Powder Company, near Peckville, blew up and killed Richard Halsey and Walter Alworth, employees. Other buildings near by were set on fire.

With an estimated record of nearly 15,000 marriages, the fifty-sixth anniversary of the Church of Transfiguration, in New York, known far and wide as "the little church around the corner," has been celebrated. Special services were held and a large congregation was in attendance, including many theatrical persons, among whom the church is particularly popular.

Atlanta, Ga., Oct. 4.—A special from Cartersvilla, Ga., says six men have been buried alive in a mine near that place.

The dead are R. P. Morgan, owners of the mine and a prominent business man, and five employees.

The mystery of the three attempts to wreck the battleship Connecticut, now in process of completion at the New York navy yard, remains unsolved. A rigid investigation has been started.