Capital Vs. Kootenay.

Team Familiarity Enables the Bays to Win From Nelson's Lacrossists.

Visitors Show Great Individual Strength But Lack Team Effectiveness.

The Nelson lacrosse team met the James Bay twelve at Caledonia Park yesterday afternoon, and at the same time met defeat, the score against them reading 4 to 3. It was not the highest class lacrosse at any stage, but it served to enthuse the assembled spectators thoroughly and to demonstrate that the Nelson team have in them the material from which an A 1 aggregation can be built up with time and practice.

Individually the visitors from the shore of Kootenay lake are as expert stick-handlers, as close checkers, as well versed in the tricks of the game, and as fleet-footed as the men of any other team in the province. Their trouble is an uncertainty of themselves and of their positions, added to insufficient team practice.

It was the superior working of the team machine that saved the home colors, although the boys in the blue were minus several of their standbys and made the same glaring errors as their guests in slow passing and shooting, and a disposition to hesitate and over-handle the rubber at critical periods when playing straight on goal was the proper policy.

None of the Victoria boys were exactly in shape for a hard match, but the four busy B's—Blain, Belfry, Burns and Bland—with Stephen, Norman, and Finlaison, gave an excellent account of themselves. White, Dewar, Lorimer and Schofield shone with lesser light (which in the case of Schofield, impressed at the last moment to take Mellice's place, was quite excusable), and Frank Smith, at inside home—upon whom in the absence of Williams, the scoring largely depended—was distinctly off form in both accuracy and the speed of his shooting.

Of the visitors, Rev. A. W. Hayer, of the home field, Develin, Perrier, Thompson, Grant, Jeffs, and Lynch, were the bright particular stars, the last named being a host in himself at cover point, quite capable of caring for any ball that came into his territory but erring continually in the direction of grand stand performances. It is quite possible that this arose through his unfamiliarity with his team-mates and an insatiable appetite for work and victory—that when the team shall have been taught to work together, he will have no disposition to play the game alone, and be quite content to be a perfect part in the perfect machine.

Hayer, whom the small boy quickly learned to irreverently hail as "Parson," Grant, Develin, and Perrier played their positions thoroughly, while lacking some of the lightning, brilliancy, and sureness on the ball that made Lynch conspicuous; and the team gave numerous illustrations of running passes and ground passes which might be classed as the specialties of their concerted play.

On the other side, the features for Victoria were Norman's sensationally successful defence of his flags; Belfrey's uncommonly steady and effective work on the defence; Blain's finished performance in centre; Burns' and Bland's evenly meritorious work in the field; Finlaison's quiet but sure handling of his position; and Stephen's magnificent catching and stick-handling.

Both teams in their original arrangement were overbalanced with the advantage to the defence section, a fact which Nelson openly admitted towards the close of the day, when in the forlorn hope of saving the battle, change about was made, and a majority of the stars sent into the home field, leaving the road to the green and white flags virtually open, yet making the attack so hot and persistent that Victoria had a thoroughly sufficient contract in defending their own ground.

The favor of the grandstand was evenly divided. A good play by a Nelson man was as sure of being rewarded with unstinted applause as a clever run, dodge, or catch by a Victorian. It is even probable that a plebescite of the spectators would have shown the majority anxious for a visitors' victory. Perhaps it was because they had come so far out of pure love of sport; perhaps it was because of their being missionaries for a broadening of the field of sport in British Columbia and the closer union of Kootenay and the Coast; perhaps for the reason that they are all good fellows and cannot help making friends. In any event Victorians will not be satisfied until the Bays have the pleasure of crossing sticks with them again, if possible as rivals for the championship in the last year of the century.

Until then—as Premier Semlin said in placing the ball for yesterday's engagement—"good luck go with the boys"—their stars from goal to inside home, their mascot and their megaphone, yea and verily, even their battlecry which once heard is not soon to be forgotten:

"Anizepore, anizepore, vipore, bum—
Bum get a rattrap bigger than a cattrap;
Bum get a rattrap bigger than a cattrap;
Canapus: canapus
Fizz—boom—bah,
NELSON,
NELSON—
Rah, Rah, Rah."

THE MATCH IN DETAIL.

After Premier Semlin had made a neat little speech to the teams, he placed the ball, and the referee's whistle blew at 5 o'clock. Jeffs was lucky in the draw, but soon lost to Burns. Then followed decidedly loose play on both sides, the visitors playing very fast lacrosse but throwing wild, and giving no evidence of familiarity with combination attack. Through better acquaintance with themselves the Victoria home soon had the flags of their opponents in jeopardy, half a dozen shots being sent in but only to find Lynch just in the right place to save. White, Stephen and Bland each in turn and more than once made the same mistake—of passing slowly to Smith, while the Nelson defence field gained time to mass in front of their goal, instead of taking the shot themselves. Eventually, after fifteen minutes, chiefly notable for loose checking, and fast individual play, Blain got the ball from past centre on the Victoria end—ran up and made a running pass to Bland, from whose stick it went to White. The latter made the shot successfully.

The second game was short and uneventful. It lasted but two minutes, in which there was more loose checking. Then Perrier got possession and passed to Fraser. The latter returned it, and Perrier did the honors.

Game No. 3 was undoubtedly the great game of the match, and as keenly contested all through as any seen this season on the Caledonia ground. The Nelson home had wakened up, and for a time there was a maze of sticks and green jerseys in front of the Victoria net, so that it seemed certain that the umpire's hand would go up. No fiercer bunch attack has ever been witnessed in provincial lacrosse, but out of it the ball came bounding from a swipe of the goalkeeper's—and the crisis was passed. Hayer distinguished himself by some clever securing and dodging; Stephen made a number of brilliant catches; Lynch further illustrated his strength in point; Joe Thompson made a great run and flying sidepass; Burns and Perrier divided honors on some neat checking and recovering; Blain, Smith, Stephen and Smith made a well designed attack; Develin saved cleverly; Stephen secured again and passed to Smith—and Smith scored.

The fourth game saw Blain at his best, playing really magnificent lacrosse and playing it without regard for the grandstand. It also saw some great catching by Stephen, and some fine checking and running up by Bland and White. Then a three-cornered combination was introduced—Bland to Blain to Smith—Smith shot; Develin batted the ball out, and Stephen as promptly batted it back and into the net.

Loose checking on Victoria's part and slowness in passing everywhere marked the opening of the fifth, redeemed by excellent play on the part of Burns, Blain, Bland and Norman, Hayer, Fraser and Perrier. Blain to White and White into the net was the winning order.

A big change was noticeable in the make-up of Nelson's fighting force for the sixth, Lynch and Develin having been brought to the home end, and this end being thereby immeasurably strengthened. Victoria showed a marked improvement in combination. The Bays had settled down and watched their passes, at times developing streaks of really creditable combination. The four busy B's shone conspicuously—Belfry, Blain, Bland and Burns. Then luck took a sudden change. Hayer secured, made a good run, and passed to Archibald, from whose stick it went to Jeffs. Jeffs scored.

Nelson's defence was thrown wide open now. All the strength the team captain could command was given to the home brigade. Time and again Norman saved by almost superhuman, sensational stops. Then there came a rush, and the ball went past him, Jeffs having been the last stick to touch it.

A half a minute's time remained, and this was played out without a score resulting.

SUMMARY.

Game.	Won by.	Scored by	Time.
1	Victoria	White	15 min.
2	Nelson	Perrier	15 "
3	Victoria	Smith	17 "
4	Victoria	Stephen	17 "
5	Victoria	White	7 "
6	Nelson	Jeffs	7½ "
7	Nelson	Jeffs	7 "

Weather, cloudy and cold; attendance, medium; referee, Mr. W. E. Ditchburn; umpires, Messrs. McNeill and Wright; time-keepers, Messrs. Cusack, Brown and Watson; field captains, Messrs. Coldwell and Gaither.

CASE OF THE DANUBE.

Alleged Violation of Customs Etiquette in Alaska Now Under Consideration.

From the Seattle Post-Intelligencer.

Judge Hanford in the Federal court yesterday heard arguments in the case of the United States against the steamship Danube, which has been pending in court during the past year. The case involves a construction of the revenue laws and the functions of customs officials. The Danube is owned in Victoria and is of foreign register. Several years ago she cleared for American ports in Alaska, and touched first at Mary island, where she was entered, but did not discharge cargo or pay duties. A deputy collector boarded her there and in fanciful pursuit of his duty went with her to Dyea.

When that place was reached the collector there boarded her, but the captain refused to recognize him, and made no entry or clearance, but proceeded across to the Skagway flats and there discharged her cargo, without any regard to the revenue and customs regulations and laws. Such at least is the allegation made on behalf of the government, and the further charge is made that other conduct was indulged in that has no material bearing upon the legal points in controversy further than as showing the animus.

When the Danube entered United States waters again, United States District Attorney Gay instituted libel proceedings against her, praying for her forfeiture, as provided in the statutes governing such cases. She was seized by the United States marshal by virtue of the libel, and Judge Hanford is now considering whether, under the law, she is forfeited to the government.

In the argument two principal questions will arise; first, whether, after her entry at Mary island, the presence of the collector on board constituted a continuing jurisdiction of the Mary island office; and second, whether, negativing that suggestion, the vessel was subject to forfeiture in any event. As to the first contention, the government, through the district attorney, contends that as no cargo was discharged at Mary island, and no duties paid, the office there had no jurisdiction in the matter, and the deputy collector could not carry his office with him into another port; in other words, that he was exceeding his authority.

As to the second contention, it is provided in a number of sections of the revenue laws that forfeitures are incurred in case of their violation, but one of the sections bearing upon this matter, while directing that vessels must enter at the nearest port to their discharge, provides for no forfeiture. The government claims that the forfeiture has been provided under other sections of the law, but the respondent vessel, through its attorney, E. C. Hughes, claims the application of the section named.

The case has not yet been concluded. Since the inception of the proceeding some of the witnesses, government employees, have been displaced, or have for other reasons gone away, and the government is having some trouble in proving some of the facts it alleges.

THE CENTURY.

The most striking feature of The Century for September, which will be a Salt-Water Number, is the first installment of Capt. Joshua Slocum's "Sailing Alone Around the World." This is the narrative of a daring voyage of circumnavigation, undertaken by the author in 1895, in a forty-foot sloop built by himself in Buzzard's Bay, and taken back and forth across the Atlantic and thence around Cape Horn and the Cape of Good Hope, without assistance or companionship. The distance traversed was 46,000 miles, and the accuracy of the navigator's landfalls throughout was a thing to marvel at, his chronometer for most of the time being a little tin clock of the cheapest kind. Captain Slocum was a thoroughly seasoned sailor when he started on his adventurous single-handed cruise, but his unique achievement was not without difficulties and perils that taxed to the utmost his strength, endurance and ingenuity. Other contents of this number of The Century are: "The Way of a Ship," by Frank T. Bullen, author of "The Cruise of the Cachalot"; "The Atlantic Speedway," by H. Phelps Whitmarsh, author of "The World's Rough Hand;" and "Salvage," by Morgan Robertson, author of the forthcoming volume of sea tales "Where Angels Fear to Tread."

The Drumblair In Port

Arrives Yesterday From Liverpool With Heavy Cargo for Victoria.

Shipping Quiet During July—Ora and Flora Make Railway Time.

The four-masted British bark Drumblair was towed from sea by the American tug Sea Lion yesterday. She is out 144 days from Liverpool, and brings a full general cargo of 2,000 or more tons for Victoria, Vancouver and Tacoma, the bulk of the load being consigned to R. P. Rithet & Co., of this city. She has been docked at the outer wharf, and this morning will commence discharging her freight. The trip of the vessel was marked by two incidents, one in the death of a sailor named John Brown, and the other the springing of her maintopsail yard. The sailor died from a complication of troubles, brought on by dissipation, on July 3. He was a Liverpool man, 43 years of age, and unmarried. The only vessels seen on the Drumblair's voyage were a German ship, homeward bound, and a steamer off Cape Horn. The Drumblair is a large iron vessel of 1848 tons, and has frequently loaded and discharged cargoes on the Sound, but has never been at Victoria before. She was built 16 years ago, and has quite a history. She capsized once at Cardiff, and another time went ashore. She belongs to the same line as the Drumlanrig, the vessel now due, which was dismasted, and had to put into Montevideo for repairs, and the Drumcliff, the vessel which Captain Davis commanded when last here.

LAST MONTH'S SHIPPING.

Business Dull, But Rates Keep Firm—Lumber Tonnage Continues Scarce.

R. P. Rithet & Company's freight and shipping report thus reviews last month's business: "There is no new feature to record in the freight market during the past month. Grain has now reached a low point, and with tonnage far from plentiful, business has been dull, although rates keep firm. An improvement in the price of wheat would doubtless tend to increase shipping, with probably a further advance in freights. Lumber tonnage is still scarce, and vessels near at hand are in good demand."

THE ORA AND THE FLORA.

Popular Steamers Operated by Victorians in the North—A Record Run.

With the regularity of a railway train the favorite river steamers Ora and Flora arrive and depart at Dawson, says the Sunday Gleaner of that city. Commanded by the most competent commanders and pilots, these popular light-draught boats avoid the sandbars impeding navigation, and contine to make record-breaking trips between Dawson and the White Horse.

The latest achievement of Capt. Martineau of the Flora was to make the round trip between Dawson and White Horse in a little over seven days, including a delay on Lake Labarge loading fish.

The Ora and Flora are owned by the B. L. & K. N. Co., of this city.

SHIPPING MATTERS.

Northern Canneries Close Sockeye Season—Launch and Saloon for Clayoquot—Victorian Nearly Ready.

Steamer Queen City returned from the North yesterday, bringing a number of passengers and 2,000 cases of this year's pack of salmon. Northern sockeye canning operations are now about over for the season, and the packs are thus stated:

Skeena River—Inverness, 15,500; North Pacific, 17,000; Cunningham's, 15,000; British America, 17,000; Standard, 7,000; Aberdeen, 11,500; Carlisle, 15,000; Claxton, 8,000.

Rivers Inlet—Good Hope, 7,500; Wadham's, 17,500; Wannock, 17,500; Vancouver Packing Company, 10,000; Brunswick, 10,500; Rivers Inlet Company, 17,000.

Mill Bay, 7,000; Naas Harbor, 10,000; Lowe Inlet, 7,500; Namu Harbor, 5,000; Alert Bay, 3,500.

The Queen City brought 56 returning employees of the canneries, and also the following cabin passengers: J. Murray, Mr. and Mrs. Flewin, J. Spears, Miss Clark, Miss Young, C. Well, C. Delayney, H. Hornbrook, H. Cookson, J. Barber, Miss Trenter, A. Oliver, E. C. Musgrave, R. C. Irving, D. Smith, W. Morry, Mr. and Mrs. Turnbull, Mrs. McKinnon, D. McPhee, W. Hanley, P. Williams, Miss Nicolson, M. Read, Mrs. and Miss Willie, R. C. Oliver, H. Nicolson, Mr. and Mrs. Hall, I. Noble and M. Spencer.

FOR CLAYOQUOT.

Amongst the freight on the Willapa, for Ahousett and intermediate points, last evening was a 30-foot naphtha launch, purchased from Captain Dan McIntosh of this city by Mr. A. Engvik. R. Elliot and C. Frank, passengers for Clayoquot, are taking down a supply of liquors, with a view to entering the saloon business. Other passengers are: H. Schaub and A. Leech, bound for Alert Bay; M. McHardy, Mrs. Jeffries, Miss McLaren, and M. Hartzell, a mining expert going to Barclay Sound.

COTTAGE CITY FOR NORTH.

On the first trip North in several weeks, the steamer Cottage City was crowded with passengers yesterday morning. A large number embarked here, including seven Sisters of Mercy, on their way to Juneau and Dawson, Captain John Irving returning to Atlin; W. Wilson going North for a trip, Prof. Gage and party, M. Moss, wife and child, W. D. P. Watson, E. Langworthy, A. C. Bode, W. B. Wood, Miss C. Wood, A. Ironmonger, Rev. H. L. Morehouse, Mrs. Ives, Mrs. McKer, H. Ecklemann, C. W. and Mrs. White.

Captain Wallace and officers of the crew were in charge, the Queen having been laid off for an overhaul, preparatory to re-entering the San Francisco-Victoria service.

PROVINCIAL NEWS

GRAND FORKS.

Grand Forks, Aug 11.—The C. P. R. track layers on Monday reached the 100-foot bridge across the Kettle river at Cascade. The remaining timbers to be added to the bridge will be laid before Saturday night. A second bridge 128 feet long across the gorge at Cascade will also have to be built. This work will occupy at least a week. Then track laying west will be an easy matter, and three weeks hence will see trains running into Grand Forks.

The C. P. R. will start work next week on the construction of the spur to the smelter site.

Gaspard Le Moine, a director of the Quebec bank, of Quebec, is here, after making a tour of the Boundary country, where he owns large mining interests. He was accompanied by A. B. Clabon, of Rossland. Mr. Le Moine visited Seattle, Summit, Wellington, Greenwood and Deadwood camps. Speaking to your correspondent he said: "The people of Eastern Canada do not realize the richness or the enormous size of the Boundary country. I was simply amazed at all I saw. Nor does the outside world realize the extensive development work now in progress. I anticipate that this region will shortly become the most extensive mining section on the continent. I was greatly pleased with the Strawberry, a promising prospect on the North fork of Kettle river. The syndicate which recently acquired it includes a number of Quebec capitalists. The Sunset, Mother Lode, Knob Hill and Old Ironsides, Stemwinder and Brooklyn deeply impressed me. There are great mines. The C. P. R. plainly discerned the future of the Boundary when it undertook the construction of spur lines to the various camps." Mr. Le Moine will visit the Slocan before returning East.

Through some alleged irregularity in the title, no lots in the New Phoenix townsite in Greenwood camp have yet been placed on the market. Parties who have located there thus far have only been able to secure three years leases, without the option of purchase at the end of that period.

A plant, including a five-drill compressor, for the Zella M., in Sheridan camp, Washington, passed through here yesterday.

Harry Sheads, a well known assayer and mining man, has completed the task of preparing, on behalf of the Grand Forks Board of Trade, at the request of the provincial government, a collection of ore of the Kettle River mining division for the Canadian mining exhibit at the Paris exposition. His duties necessitated a visit to all the camps, including Brown's, Knight's, Pass Creek, Seattle, Hardy's, Summit, Greenwood, Wellington and White's. Mr. Sheads was successful in securing a collection of splendid specimens, which will be truly representative of the Boundary mineral products. It will exceed over a ton in weight. Among the mines which contributed fine samples were the Royal Victoria, Pathfinder, Earthquake, Mammoth and Diamond Hitch, Lillie K. and Twins, Humming Bird, B. C., R. Bell, Oro Denoro, Morrison, Winnipeg, Rathmullen, Gold Drop, Stemwinder, Brooklyn, Knob Hill, Old Ironsides, Brandon and Golden Crown, City of Paris and Lincoln. Mr. Sheads says the most impressive sight he witnessed on his tour was two dumps of ore at the B. C. mine in Summit camp. No. 1 contains 4,000 tons of ore running from 25 to 30 per cent. in copper, and 30 ounces of silver to the ton. The second dump of inferior quality comprises 8,000 tons. Its values are 10 per cent. copper and 6 ounces of silver to the ton. Supt. John Serafford informed him that all this ore was taken out, not by stoping, but in the ordinary course of development work. After tram and Ironsides, which have each an acre of ore blocked out. Mr. Sheads said he felt his experience was a romance from the Arabian Nights.

Napoleon Wells, a New York mining engineer, with 27 years' experience in the mines of Old Mexico, New Mexico, Arizona, Colorado and California, is here. He represents Montreal and California capitalists. Mr. Wells, on their behalf, has already acquired several interests in the Lardeau country. After completing his tour of the Boundary he will proceed to Camp McKinney and the Similkameen country. Said Mr. Wells to your correspondent: After inspecting various camps, I came to the conclusion that this section is destined to become the greatest mining region in the Western hemisphere. The conditions for mining are ideal. What astonished me most was to see the enormous ledges which rise to the surface, and which in some instances can be traced for miles. The veins are usually strong and well defined. In other districts where I have operated it is a common experience to sink hundreds of feet at great expense before striking the ore bodies. Here the conditions are entirely different. Your copper propositions show great continuity. From experience it is safe to predict with regard to copper propositions that when you still have a lead at a depth of one hundred feet, the ore body will widen and improve in value. If Boston people, who are heavy holders of copper stocks, and the outside world generally, only realized the copper wealth of the Boundary, representatives would be sent here in hot haste to make investments."

Robert Jaffray, a leading shareholder of the Crow's Nest Pass Coal Company, and Major Pellatt, of Toronto, were in town yesterday. They had just completed a flying tour of Camp McKinney and the Boundary country, coming in by way of Penticton from the Pacific Coast. Said Mr. Jaffray to your correspondent: "I am well satisfied as a result of my inspection of the Cariboo mine in Camp McKinney, and believe the camp has a great future. The Boundary country needs no words of recommendation from me. Its remarkable richness is already a household word in the East. The Kettle river valley contains some of the prettiest scenery I have ever viewed. I was not quite prepared to see so large and bustling a city in the Boundary country as Grand Forks." Mr. Jaffray will return here shortly.

Early Morning Wedding—Mr. H. Austin, of the E. & N. railway, and Miss Mamie Wood were married early yesterday morning at St. Saviour's church, Victoria West, by Rev. W. D. Barber. The bride was attended by her sister, Miss Emma Wood, and Mr. A. Lorenz, manager of the Queen's hotel, supported the groom. Mr. and Mrs. Austin left by the morning train for Wellington, where they will reside.

DON'T TEAR DOWN—BUILD UP.

The old-fashioned theory of tearing down disease was entirely changed by the advent of Dr. A. W. Chase's Nerve Food, which cures by creating new, rich blood and nerve tissue. Through the medium of the circulation and the nervous system they strengthen and invigorate every organ in the human body.

Washington Presbyterians.

Return of the Delegates Who Attend the Synod at Skagway.

Eight Year Old Boy Who Started to Beat His Way to Dawson.

The trip of the City of Seattle, which arrived here on Monday, was notable in that it was the consummation of the resolution passed at the Synod meeting in Spokane last year to hold the next annual gathering in conjunction with the summer session of the Presbytery of Alaska, which is affiliated with the Washington Synod.

Arrangements were accordingly made to secure the Seattle, and the Synod was formally convened at Skagway in the Union church last Monday. Wrangel, Hoonah, Sitka, Juneau, Metlakatla and other points being subsequently visited, and the missions, churches and schools duly visited and inspected.

The work at Rev. Mr. Duncan's famous post was found especially interesting; while during the trip upwards of $400 was specially contributed by the touring representatives of the church for the prosecution of missionary efforts among the Northern Indians.

The only side trip of any magnitude was that arranged by the friends of the church at Skagway, through which some 250 of the 360 travelling churchmen and churchwomen were treated to a ride on the new and northernmost railway of America, to the summit of the famous White Pass.

Before closing their convention in the North, the members of the Synod chose their officers for the current year, as follows:

Moderator, Rev. J. C. Willett, Tacoma; stated clerk, Rev. Thomas Coyle, Everett; permanent clerk, Rev. Alexander Lackey, D.D., Aberdeen; and temporary clerk, Rev. B. F. Miller, Sedro.

In addition to the many exponents of the doctrines of Presbyterianism, there was one other round-trip voyager, who had boarded the ship shortly before her sailing from Seattle, and who furnished an excellent illustration of the disposition of Young America to look out for himself almost as soon as he leaves the cradle.

Young America's other name in this instance was Tommie McMillan. He is just 8 years old, and has since his father went to Skagway some 18 months ago been living with his grandmother and an aunt at Madison street, Seattle.

According to Tommie's report, the family have felt the pinch of hard times recently, and after thinking over the situation for himself, Master Tommie decided that he would give his relatives one less mouth to feed—by transferring himself to the care of his father.

He accordingly stowed away on the Seattle, and was not discovered until the ship was much too far from port for a thought of putting back to be entertained.

When Skagway was reached, Tommie learned to his dismay that his father had gone on to Dawson. The boy determined to follow, and had hidden himself under one of the seats in a White Pass & Yukon Railway train, when the hand of authority drew him forth, and he was returned to the City of Seattle.

A neat little sum of money was subscribed in his behalf on the down trip, so that he will be quite able to take the trip to Dawson, if his relatives decide to send him to his father—or to lighten the burden that dull times has imposed upon them.

There were but few miners or other passengers on the Seattle coming down, she having no accommodation to offer. The only two returning Klondikers aboard had $11,000 and $9,000 in gold, respectively.

PRODIGIES IN ARTILLERY.

Sixteen-Inch Gun to Hurl a Ton Twenty-one Miles—The Famous Jubilee Test.

Maj. James M. Ingalls, the greatest authority on ballistics in the United States army, has just worked up a range table for the new 16-inch gun building for this government, says the New York Journal, which shows that the range of that weapon will be 20.978 miles.

The new 16-inch gun is now nearing completion at the Watervliet arsenal. When finished it will not only be the heaviest gun in the world and the longest gun ever built but it will be the most powerful gun in existence.

Ever since the building of the 16-inch gun was commenced artillerists have been engaged in calculating the various points of efficiency of the great weapon. The new gun, it must be borne in mind, is no toy. Its weight will approximate closely to 126 tons, while the projectile designed for it will weigh 2,370 pounds, or one ton and 130 pounds. Some time ago a noted German artillery officer calculated that the range of the new weapon would be about sixteen miles.

This German officer expressed doubt, however, of the conditions being obtainable which were necessary to insure a sixteen-mile range. Maj. Ingalls now figures out that the range will be nearly twenty-one miles, which range he deems attainable at a much lower angle of elevation than was declared necessary by the German officer. Maj. Ingalls shows by the closest mathematical deductions that the shot of the 16-inch gun in ranging to 20.978 miles will reach a maximum elevation of 30,516 feet or more than five miles. This enormous range and accompanying elevation, he declares, is attainable on a muzzle velocity of 2,600 foot-seconds, with the gun at an angle of elevation of forty degrees. Firing the same gun with a muzzle velocity of only 2,000 feet per second and the range, he calculates, will be 13.971 miles, with a corresponding maximum elevation of 10,302 feet.

Maj. Ingalls, who makes the above calculations, is regarded as the most remarkable man in his line—ordnance—in the United States service. He is better known, in fact, in Europe than in America. His text books on gun firing are translated into several languages and are used in all the noted military schools of Europe.

At the time of the Queen's jubilee, commemorating the fiftieth anniversary of Victoria's reign, the English artillery authorities decided to fire a shot from a piece of heavy ordnance with the object of attaining the greatest possible range. The gun employed had a caliber of 9.2 inches. It corresponded in general features to the 10-inch guns of the United States navy. Several months prior to the firing the English authorities sent out data to the officers of various foreign armies with an invitation that a representative of each army calculate how far the shot would travel. The representative chosen for the United States army was Maj., then Capt. James M. Ingalls, of the Fifth regiment of artillery. Ingalls carefully worked out the problem. The data furnished to him by the English authorities stated the weight of the shell, the weight of the powder charge, the angle of elevation at which the gun would be laid for firing, and, in addition, there was furnished a table setting forth the atmospheric conditions which had prevailed at Shoeburyness, England, (the firing point), for ten years back, on the corresponding hour of the day and year on which the shot was to be fired. Ingalls passed in his calculations, sealed, through the regular military channels.

The day for the firing came around. The great gun was discharged, and as elaborate preparations had been made to determine the fall of the projectile, it was not long before the actual range attained was measured off. It was found to be a trifle over twelve miles.

Then came the opening of the sealed envelopes. It was curious to note how the answers varied. Officers of distinction differed in their calculations by several miles. One officer, and it must be remembered he was the representative of his army, plotted the fall of the shell nearly two miles in the rear of the actual range attained. The officer who stood No. 2 was an Italian artilleist, and his calculation plotted the fall of the shell about 1,500 yards in rear of the actual spot struck. But the honor of making the closest calculation was reserved for the representative of the United States. Maj. Ingalls' calculated fall and actual fall differed only 150 yards. And after the shot had been fired, working with the actual atmospheric data recorded for the jubilee day, Ingalls, using this exact data, placed the shot in the whole where the shell struck. In other words, he proved his work.

The achievement of Ingalls in plotting so closely the jubilee shot gained for him everlasting fame among the military men of Europe, and his method of work, even to the facsimile of the report he made, is exhibited in many of the leading military universities of the old world. When one considers the accuracy of Ingalls' work in connection with the jubilee shot it borders on the preposterous to presume that he has made a mistake in his calculations affecting the 16-inch gun. A man of the exact scientific make-up of Ingalls does not make mistakes when dealing with higher mathematics. Ingalls is now the head of the post-graduate course established at Fort Monroe for the education of artillery officers of the army.

It is an old rule of thumb in ordnance that a gun has a mile range for every inch of caliber. This statement applied, particularly, to the use of brown or non-smokeless powder in heavy guns. The introduction of smokeless powder has, however, disturbed greatly these former figures. The 16 inch gun, instead of having a range of only sixteen miles, has a range power of nearly twenty-one miles.

Since the English fired their famous jubilee shot the Germans have fired on the Meppen range of the Krupps' establishment, still longer range shot. In the case of the German projectile the distance attained was twelve and one-half miles. The Germans fired their shot in the presence of the German emperor. It was drawn by a plot of the track described by the shell that if the German gun had been placed at Pre St. Didier, in the Alps, its shell would have fallen in the vicinity of Chamounix. The maximum elevation reached by the German shell was slightly in excess of 20,000 feet. The elevation is nearly 5,000 feet greater than Mount Blanc. The German Meppen shot holds the record.

Maj. Ingalls has also worked out the range tables for the new navy 12-inch gun. He shows that the weapon when using a projectile weighing 850 pounds, will have a maximum range power of 19.935 miles. The muzzle velocity essential for such a range attainment is 3,000 foot-seconds. The maximum elevation which will be reached by the 12-inch shots he places at 32,515 feet.

The navy 12-inch gun is the heaviest rifle which will hereafter be mounted on any United States warship. It has been found that owing to the introduction of the new smokeless powder the power of the 12-inch gun is the equal, practically, of the present enormous 13-inch guns on the battleships Indiana, Massachusetts and Oregon. The new 12-inch gun weighs about seven tons less than the 13 inch gun. The substitution of the 12-inch for the 13-inch insures a great saving in weight of ammunition, and a still greatr saving in weight of turret armor. The turret necessary for a 12-inch gun is considerably less in size than a 13-inch gun turret.

MOVING WITH THE TIMES.

Sir: Permit me as an old resident and deeply interested in the welfare of Victoria, to draw a picture of the situation to-day as it presents itself to me. A merchant starts in a new city. He selects the best corner on the leading thoroughfare, commencing his business, builds up a solid trade, and continues to do so for a long period. But after a time another rival arrives in the city. He also wants to commence. As the city has grown since the first arrival, he cannot obtain so favorable a location as No. 1, hence he is compelled to take a store in the middle of the opposite block. After a time No. 1 finds trade slipping away to his new rival. "My old customers are leaving me; what is the matter? I must do something; my family is increasing, my business is leaving me. I must incur new responsibilities. I must be up to date, have new stock, new store front and advertise my place of business, or take a back seat. If I do I will soon be in a position to increase my trade, hence I can easily meet my new responsibility." This, to my mind, is the position of Victoria to-day, hence I advocate the new responsibility by pushing the Port Angeles ferry connection.

WILLIAM JENSEN.

Victoria, August 15, 1899.

THE CITY SCHOOL TEACHERS.

Sir: In his communication under the caption "School Teachers," your correspondent, Mr. Jones, makes two slight errors, which I may be pardoned for pointing out. The trustees, in retaining the services of certain teachers who failed to get the certificates applied for, acted in harmony with, and not contrary to, Clause 4, Section IX., of the board's regulations. That clause, after stating the provisions in regard to certificates, expressly reserves to the board discretionary application of the general rule in the cases of "teachers who were appointed before the adoption of these regulations, and whose work is of a high order of efficiency."

Your correspondent's second error lies in his assumption that failure to pass an examination is conclusive proof of incompetency to teach. It is a fact that quite a number of the very best teachers of this city were less successful in the recent examination than they had hoped. Nevertheless, I am sure, were Mr. Jones a trustee, he would not think it wise in the public interest to dismiss them on that account.

I can confidently assure Mr. Jones that neither his nor anyone's else children's interests will suffer from the action of the board to which his letter relates.

FRANK H. EATON,
City Superintendent.

He Feared Prosecution.

New Theory Advanced for the Disapperance of the Missing Gilchrist.

Threatened With Punishment for Neglect of His Wife When Sick.

The police have come to the conclusion that grief over the death of his wife was not responsible for the disappearance of J. H. Gilchrist, the Craigflower road carpenter, but rather that fear of prosecution for neglect of her during the serious illness that caused her death led the husband and father to either make away with or secrete himself. As the facts come to light, it is apparent that Gilchrist had good cause to fear, for from the information he has received Chief Sheppard has about made up his mind that if the man turns up alive he will place him under arrest.

According to Chief Sheppard's information, Mrs. Gilchrist died of hemorrhage caused by a premature birth. A neighbor, Mrs. Cookson, seeing the children carrying out blood-stained clothing realized that the unfortunate woman required proper care, and went to the house to render what assistance she could. Gilchrist refused to admit her, whereupon she threatened that if he did not send for a doctor she would. The man, after the threat, sent for Dr. Frank Hall, who promptly sent the woman to the hospital. Everything possible was done for Mrs. Gilchrist at the hospital, but she was then too far gone to be saved.

possible was done for Mrs. Gilchrist at the hospital, but she was then too far gone to be saved.

Dr. Frank Hall said last evening that the woman bled to death, and that she was dying when he saw her. Had he been called in twelve hours earlier he could certainly have saved her life, and even had he seen her two hours before he did he might have prevented death. After her death he met the husband and gave him a talking to for not calling in a doctor earlier. Gilchrist said he wanted to send for a physician, but his wife objected.

Gilchrist generally worked at Esquimalt, earning from $3.50 to $3.75 a day. What he did with his money is a mystery. He did not spend it, that is certain, for his house was miserably furnished, and he and his family had no clothes but those that they wore from day to day.

He was never known to spend a cent, even walking two or three miles to and from his work in pouring rain to save the car fare. As far as can be learned, he had no bank account, so the inference is that he either hid his money or sent it to England for investment, expecting to return there.

Yesterday it was learned that Gilchrist was not the man who purchased strychnine at Bowes' drug store, the real purchaser calling in the morning to set matters right. Somebody was seen around Gilchrist's late residence on Sunday night, and some believe it was the missing man, but the police incline to the theory that he jumped off the rocks at Macaulay Point, he having been seen going in that direction. It is said that before leaving his home he gave his purse to a neighbor.

ENGINEER'S REPORT.

Some Matters That Came Before the Council at the Regular Meeting.

Press of matter yesterday morning made it necessary to hold over a portion of the report of the council meeting. The engineer reported as follows:

"Regarding the communication from H. M. Grahame asking for a surface drain on the south side of David street, I would recommend the same to be constructed, and connected with the existing box on Bridge street, at an estimated cost of $12.

Re letter from J. McCorkall, requesting a sidewalk to be laid on the west side of Clark street, northerly from north Pembroke street, I would recommend that a gravel sidewalk be constructed at the section mentioned, provided there are funds available, at an estimated cost of $50.

"Re drain on Cadboro Bay road, Stadacona avenue, Elford street and through private property, which was on motion referred to me as to cost, I have made two separate estimates as follows:

"Using 12-inch pipe through private property to the intersection of Belcher avenue and Cadboro Bay road and from this point continuing with a box drain to connect with the hospital box drain—estimated cost, $1600.00.

"Using 10- and 12-inch box throughout from the above mentioned point to connect with said hospital drain—estimated cost, $850.

"I may say that if funds are not available to act upon either of the above estimates, the matter of cutting off cesspools, etc., should not be lost sight of as recommended in my previous report."

The report was adopted with some slight amendments; the sidewalk on Clark street being stood over until such time as funds are available, and the drain construction also being deferred for a similar reason, with an order to disconnect the cesspools.

Ald. MacGregor strongly advocated the prosecution of this latter work at the $800 estimate so soon as funds are available. His suggestion was that the money should thus be spent which had been originally set aside for the enlargement of the electric light station.

An amendment in this direction was offered, but rejected.

George C. Mesher & Co., asked that the Cook street sewer be extended so that they may be able to connect the new residence they have just completed at the corner of this thoroughfare and Pandora street.

The city engineer will report as to where the funds available for sewerage purposes can be expended to the best advantage.

W. J. Luker sought permission to proceed with the laying of certain permanent sidewalks for a private party, but omitted to state any particulars; while Thomas Hooper, the architect for Campbell & McCandless' new building on Johnson street, asked that the contractors be allowed to proceed with the permanent walks (which have been included in their contract) of concrete with granite curbs, in thorough accordance with the city specifications.

The first of these was received and filed, with a remark that no general permits can be granted; the latter request was complied with.

Perhaps the only word that is the same in all languages is the "Hello!" in response to the telephone call. Wherever there is a telephone line the word is in use, and means just what it does in English.