R
UIL.

Shows Grati-
uction.

gh Business
Promoters.

SBORNE BAY SMELTER.

low locomotive and cars to run from
e bins and deposit ore in same.
No. 3 sketch shows the ore bins and
mpling mill.
No. 2 sketch shows ore bins, part of
e engine shed, and the foundation for
e smelter and converter building.
mber for this is all framed and the
undations are completed. In this
ilding at first one stack will be erect-
of 450 tons, also one of 75 tons, with

ER AT BAY SMELTER.

converter capable of treating the
atte from furnaces. In addition, a
ew stack of about 400 tons will be
ected; this will be finished before the
bove-mentioned two stacks. The last
ck is an invention of Mr. Ca-
nger, and it is expected it will revolu-
nize smelting by its economical method
treating the ore, and will directly
able Crofton to have the largest share
the copper smelting of the coast.

SBORNE BAY SMELTER.

ssess that a mixture of coal dust and
alone is capable of producing an ex-
osion, that the practical question is
w to eliminate dust. The use of
st-tight wagons would greatly mini-
ze it, and supplemented by thorough
tering would no doubt be adequate.
ofessor Galloway, however, considers
the result of long experience in the
uth Wales collieries, that thorough
tering suffices to prevent the settling
dust upon walls, roof and timbering,
ich, if once allowed to accumulate
re, renders watering of the roadways
le of but little effect, as the present
e shows. The main difficulty lies in
suring that the wetting is done regu-
ly, though a more systematic inspec-
n for dust on the roof and sides of the
rkings might correct laxness in this
ard. If it were generally recognized
the miners themselves that the real
nger of explosion, at any rate on a
ge scale, is due to dust, and not to
e-damp, greater progress would be
de towards the fulfilment of Profes-
Galloway's hope that, with a better
derstanding of their cause, great col-
ry explosions will soon disappear from
record of disastrous events. We
st that his recommendations will re-
ve speedy consideration.

he king of the Scottish gypsies, Charles
Blythe, has died suddenly in the
al residence at Yetholm, near Kelso.
monarch's reign lasted four years,
was marked at the outset by a dis-
e concerning the succession. Several
the tribes refused to recognize him as
lawful heir, and gave their support
a pretender.

Gathering The Dead

Still the Work Continues of Taking Bodies From the Fernie Mine.

Workers Are Now In Very Centre of Place Where Fire Burned.

Messages of Sympathy and Offers of Help Come From Many Quarters.

Fernie, B. C., May 26.—"True Weatherby," the hero of the Fernie colliery disaster, made his first visit to town today since the fatal Thursday evening when so many of Fernie's citizens were hurled into eternity. Since then he has been working most heroically, first for the rescue of any who in the first instance might have been alive in the mine, and later in the equally dangerous work of recovering the bodies of the victims. He was the first man into the mine after the explosion, and for the first 24 hours after worked almost incessantly.

There were scores of brave men, who in the hope of rescuing their comrades took their lives in their hands also, but it is possible to do honor to the heroism of "True" Weatherby's conduct without in the least detracting from that of the scores of others.

A practical miner, none knew better than he the chances he was taking in entering the mine in the hope of rescue, from which others with justifiable fears for their safety were fleeing for their lives.

The first of the victims that "True" encountered, was little Willie Robertson. To pick up the body and rush it to the pitmouth was the work of but a few seconds, but even the prompt efforts at rescue were unavailing. The deadly after-damp had claimed the little lad as one of its victims. "True" then volunteered for the first relief party that was started into No. 2 mine by Superintendent Dunnin, in which was also the mine physician Dr. Bonnell, and a score of miners, each of whom cheerfully staked his life upon the possibility of rescue. There are few who will deny the claim of any one of them to their badge of courage, but Weatherby was a hero of a company of heroes. There appeared to be no limit to his endurance. For 22 hours he held to the work of rescue with marvelous tenacity, performing the work of two ordinary men. He was out with one shift and after a breathing spell, was back with the next. When a man fell down, overcome with the after-damp, Weatherby oft times unaided, in order that greater progress might be made in the repairing of the overcasts so that air could be got into the mine, carried the unconscious man to the surface. But in the end nature asserted herself, and coming out with one of the shifts, "True" fell down unconscious and was carried off to the boarding house.

Of the efforts that are still being made to get out the bodies, Weatherby spoke freely. He says the mine is now practically free from after-damp, but that gas, which presents almost equal difficulties to the advance of the rescue party has now to be contended with. In speaking as to the probable cause of the explosion, Weatherby said it was evidently a dust explosion, and he ventured the prediction that it would ultimately be found to have been caused by the firing of the machine holes. The direction in which the bodies, cars and debris have been blown lends itself to the theory that the explosion originated in the vicinity of the machines, but as all who could tell are dead the solution of the question will rest with the manner in which the evidence as to the direction of the explosion can be explained. The workers are now in the very centre of the fire belt, and the stench arising from the 15 odd horses that are supposed to be in the mine is almost overpowering. It appeared to him that as the air reached the horses their carcasses burst. The remains of the men are also very badly burned, and in many instances the bodies bear evidence of the terrific explosion. Some idea of the intense heat, which the men were subjected to, is furnished in the fact that the coal in the mine in many instances has been coked.

Up till 3 o'clock six additional bodies were taken out of the mine, they were nearly all from No. 8 room. Two were speedily identified as Alfred Colco and John Horbet. It was some time before any of the remaining four were identified, as their bodies were badly discolored by the action of the fire. One was eventually identified as Thomas Barton, and another as that of Joseph Landry, but the remaining two remain unidentified.

Ten additional bodies were taken out of the No. 2 mine today. In addition to those already reported, the bodies were those of R. Hartley, Peter Lekar, Tom Lekar and an unknown.

Provincial Mineralogist Robertson and William Blakemore arrived in town on the evening train and proceeded direct to the mine. From some of the men who were on the last shift this evening it was learned that the mine in the vicinity of the explosion is very much shattered and the prospect is said to be that it will be much longer before all of the bodies are recovered than was at first thought. From now on it is said that such bodies as are taken out of the mine will be taken direct to the cemetery instead of being brought to the town for a funeral.

There was considerable talk in town today over the action of the miners in running Police Officer Stevens out of town. This action was taken by the miners as a protest against an inhuman remark which the officer made concerning the victims of the disaster on the evening following the explosion, which was to the effect that it was a pity that there were not more of the miners killed.

In the opinion of most of the citizens, the action of the miners is commended, especially in view of the moderation with which they gave effect to their mandate. There have been 61 bodies recovered so far, and there are at least 50 more yet remaining in the mine. It has been impossible so far to secure anything like an accurate list of the men who are still imprisoned in the mines.

The names of bodies recovered, additional to those sent on Saturday, are as follows:

Antonio Frederico.
Edgar Reid (single).
Andrew Pierro.
J. Flora.
Philip Schroeda.
John Krats (boy).
Rennie McMillan (boy).
John Hawley (single).
E. A. Brown (single), father an engineer on the C. P. R., out of Kamloops.
Albin Carlsen.
George Rutledge.
Harry Hawkins (single), Cambridgeshire, England.
William Love, from Montana.
Joe Velzi.
Matto Frederico.
Alfred Colco.
John Horbet.
Joseph Landry.
R. Hartley.
Peter Lekar.
Tom Lekar.
Three unknown.

AT COMPANY'S HEADQUARTERS.

Directors State They Will Provide for the Destitute.

Toronto, May 26.—The Crow's Nest Pass Coal company directors have authorized the statement that the company will pay all funeral expenses, relieve against immediate want and suffering and provide permanently against any destitution.

They state that, so far, the cause of the explosion is not known, but that the day preceding the accident, the mines were inspected by the government Mine Inspector Dick, who issued his written certificate that the mines were in excellent condition. Inaccurate telegrams from the West as to the mines being dangerous and reporting previous explosions, and assigning various causes for the explosion, should not be believed. This is the first explosion that has taken place at the mines. Men were recently fined by the magistrate at the instance of the company, for taking matches into the mines, tobacco being found upon them, and one man who denied having matches about him, on being searched, was found to have matches in his hair.

Very little damage has been done to the mines, and when the work of rescue is completed operations can be immediately recommenced upon the old scale, so that the miners may resume their operations at an early date.

THE WIDOWS AND ORPHANS.

Loss of Life in the Fernie Mine Disaster Placed at 150 by Well-Informed Persons.

Speaking of the Fernie disaster yesterday, Mr. E. C. Smith, member for the district, said that while the officials of the company placed the loss of life at 107, from advices he had received from parties well informed, the number of deaths would reach at least 150. This is confirmed by others who were in close touch with the miners. The difference between these and the official figures is explained by the fact that a large number of men were working in the mine under the contract system, and their names would not appear on the pay roll of the company. Mr. Smith added that he had been advised that there were 40 widows and 200 orphans left by the men who perished. Probably some of these orphans are left both motherless and fatherless. Relief funds are being raised all over the country, and Victoria should not be behind the other cities. Subscriptions will be received at the Colonist and Times offices. Mr. Smith also intends to communicate with Hon. J. H. Turner and ask if it would not be possible to start a Mansion House fund for the relief of the needy.

LATEST OFFICIAL REPORT.

Mines Were in Good Condition Last Monday and Tuesday.

Hon. E. G. Prior received the following despatch last night:

Fernie, May 26, 1902.

Hon. E. G. Prior, Minister of Mines, Victoria:

On May 19 examined No. 3 mine. All clear of gas. Ventilation good, 27,000 feet of air passage per minute for 50 men. On May 20 examined No. 2 mine. At high line division, 12,000 cubic feet of air per minute, thirty men. East and West districts, 75,000 cubic feet of air per minute, 60 men. Did not find gas in the mines.

ARCHIBALD DICK,
Inspector of Mines.

Postage On Printed Matter

Postmaster-General In London on Proposal to Reduce the Rate.

Says Fault Lies With Canada For Making Arrangement With States.

From Our Own Correspondent.

Vancouver, B. C., May 26.—Word was received today that telegraph rates to Dawson will be reduced by one-third from June 1 to $3.25 for 10 words.

J. Wentworth Sarel, formerly editor of the Kamloops Standard, and head of the B. C. Book Co., has been corresponding with Lord Salisbury and the Marquis of Londonderry, postmaster-general, London, regarding the reduction of postage on books, newspapers, etc. Lord Salisbury, through his secretary, says that it is a question for the Canadian government as well as the Imperial government. The Postmaster-General, through his secretary says:

"I am to point out that the preference given to printed matter from the United States over printed matter from this country, arises from the deliberate act of the Canadian government in making a special arrangement with the United States. The Postmaster-General has no reason to suppose that the arrangement could not be terminated by the Canadian government if it desired to put English and American literature on an equality. In the meantime, the request is a proposition that the Imperial government, at the expense of its own revenue, should neutralize the act of the Dominion government, in respect to printed matter from this country and the United States."

The council of the Board of Trade held a meeting at 4 o'clock this afternoon and decided to send a delegation to Victoria at once to urge on the government the desirability of having one of the Supreme court justices reside in Vancouver.

A Chinese graduate of the University of Canton, will arrive here in a few days from Tacoma, to establish a school for the education of Chinese youths in Chinese, according to the modern system. By the new system it takes much less time to become a Chinese scholar than by the old system. The Chinese Reform association at a meeting last night decided to build a handsome brick and stone block. The site will probably be Carroll street. The third story of the building will be rented as a Chinese merchants club.

The Bank of B. N. A. passed over three bags of gold to the Dominion assay office in exchange for coin of the realm today. The gold was in the form of nuggets from the size of a pea to a marble. The three bags contained 165 ounces. They came from Ashcroft, and were the finest collection of nuggets seen in the city this season.

FOR SKAGWAY.

Princess May Takes Good Cargo to Lynn Canal Port.

Steamer Princess May, which arrived from Skagway on Sunday morning, sailed again for the Lynn canal port last night, carrying about 250 tons of general merchandise, mostly groceries and provisions, shipped by Victoria merchants to Dawson and Yukon points. A shipment of boilers from the Albion Iron Works were included. At Vancouver the steamer will load another 250 tons of general freight, making a cargo of 500 tons shipped from both ports to Skagway, which is the largest freight she has carried for some time. The Amur will also have a full cargo when she follows the Princess May North for a half cargo over that taken by the Princess May has been booked by the C. P. N. company.

Meeting of City Council

The Lucky Streets That Will Be Visited By the Water Sprinkler.

Terminal Railway By-Law and Agricultural Society are Discussed.

(From Tuesday's Daily.)

The City council met last evening, His Worship Mayor Hayward presiding, and all the aldermen being present.

The minutes of the previous meeting were taken as read and adopted.

Communications were then disposed of as follows:

From Lt. Dallas Helmcken, M. P. P., enclosing copies of the amendments to the Municipal Clauses Act now before the legislature, and advising the council of its position before that body. Referred to the Legislative committee, who were instructed to meet the members for the city and consider the sections of the bill.

From Mr. Justice Martin, complaining of the scarcity of water and the lack of power, from which the higher parts of the city was already suffering. In moving that the Yates street pump be started again and continued to be operated all summer, Ald. Barnard said that the waste by residents of the lower parts robbed those living in higher locations of their just share. He thought that the question would never be solved except by the laying of a new main.

Ald. Yates said that the water metres which the city was now about to purchase would solve the matter, as there would be plenty of water and plenty of power to go round if there was less waste than at present. He thought that the matter should be referred, to find out the cost, as the council should not order the pump to be started without knowing to what expenditure they were committing the city. He moved in amendment accordingly.

Ald. Cameron supported the amendment on principle, as also did Ald. Worthington. Ald. Vincent and Williams supported the motion, whose mover protested against the fortnight's delay. Ald. McCandless thought that there was so much business before the council that a second meeting should be held this week, when the water commissioner's report would be in, and the whole matter settled.

The motion was carried on a division of six to three.

From Judge Martin, protesting against any change being made in the names of Charles and St. George streets. Laid on the table, pending the consideration of the by-law.

From W. A. H. Ellison, asking to have a piece of sidewalk replaced on Catherine street. Referred.

From J. G. Elliott, secretary of the Board of Fire Underwriters, complaining of the excessive amount of gasoline held in stock by the Hudson's Bay company. Referred to the fire wardens.

PETITIONS.

A petition from Sol. Oppenheimer and others asked for the continuation of the concrete pavement now being built on Bastion street, so that it go around Bastion square. Referred.

Another by Arthur Longfield and 28 others, asking for street watering on Caledonia avenue and Pandora street. Referred.

A third petition dated in December, 1901, and signed by P. S. Lampman and 7 others, asking that an indigent Chinaman called Luck, be allowed to peddle small wares throughout the city without payment of the license. Referred.

REPORTS.

Reports from the city officials were then read as follows:

By the city engineer, enclosing the list of streets proposed to be sprinkled this season. These amounted to 31 miles, quite as much as the present carts could cover, and were as follows:

Cormorant street, between Douglas and Store.
Pandora street, between Blanchard and Government.
Johnson street, between Douglas and Wharf.
Johnson street, between Blanchard and Douglas.
Yates street, between Douglas and Wharf.
Yates street, between Douglas and Vancouver.
View street, between Douglas and Broad.
Bastion street, between Government and Wharf.
Fort street, between Quadra and Douglas.
Fort street, between Douglas and Wharf.
Broughton street, between Douglas and Wharf.
Humboldt street, between Douglas and Government.
Courtney street, between Douglas and Wharf.
Store street, between Rock Bay bridge and Johnson.
Wharf street, between Government and Johnson.
Government street, between Humboldt and Cormorant.
Government street, between Queen's avenue and Cormorant.
Langley street, between Yates and Courtney.
Broad street, between Yates and Broughton.
Broad street, between Humboldt and Fisguard.
Blanchard street, between Fort street and Pandora.
Douglas street, between Fisguard and Fountain.
Outer Wharf, between Humboldt street in.
Douglas street, between Humboldt and Fisguard.

The engineer also reported on the cost of abating a drainage nuisance on Pearson street, as $112.50. Regarding the drain outlets along Dallas road, the report showed that a proper collecting drain along that street was needed, so far as San Juan avenue, where a proper outlet could be constructed, the total cost to be $1,495.

The report as a whole was referred.

The Finance committee reported in favor of paying accounts to the amount of $8,542.50, for civic maintenance and a $10,000 payment on the James Bay flat works, and also an item of $472.50 arising over the new High school. These were given the usual course.

By the city solicitor, reporting upon the chances of the disallowance by the Dominion government of the Victoria City Terminal Railway Act as follows:

Gentlemen,—I have the honor to report upon the communication of the 9th instant, addressed to His Worship the Mayor by the Hon. the Attorney-General, that I have considered the question and beg to advise as follows: There appears from the printed published correspondence respecting Acts of 1901, forwarded by the Attorney-General, a strong probability that the Victoria Terminal Railway By-Law Act of 1900, will be disallowed by the Dominion government upon the ground of the inclusion in the agreement and by-law set out in such Act of the clause prohibiting the employment of Japanese. Objection is also taken by the Minister of Justice to the inclusion in the Victoria Terminal Railway and Ferry Act of 1901 of the section prohibiting the employment of aliens, which was inserted in response to the provincial government requirement affecting all railway bills. I understand that the Attorney-General now asks your honorable body to say if you desire the government to alter by legislation in this session the clause as affecting Japanese, and if so, the alteration must be done by the 12th of June, being twelve months from date of the report. The presumption is that if the council express no such desire the by-law Act may be disallowed by the Dominion authorities. I beg to enclose herewith copy of a letter received from Messrs. Bodwell & Duff, dealing with the position. Should the council decide to make a request to the provincial government in response to the Attorney-General's letter for an alteration of the Act as affecting Japanese, probably the council may think it necessary afterwards to obtain the sanction of the electors to an alteration of the clause in the agreement by eliminating the word "Japanese" from the clause in question; and this could be done by by-law approving a variation of the agreement. It has been stated that the Dominion authorities will be satisfied with an amending Act enacting that nothing contained in any legislation of the province shall prejudice or take away the rights of any subject of Japan.

J. M. BRADBURN.

With it was a letter from Messrs. Bodwell & Duff, which was also read as follows:

Victoria, B. C., May 19th, 1902.

Messrs. Mason & Bradburn, City Solicitors, Victoria.

Dear Sirs,—Re Victoria Terminal Railway Act. Referring to the interview which your Mr. Mann had with the writer today as to the suggested disallowance of the Act, we understand that the object of the government in communicating with the city was to ascertain the wishes of the council in this matter, and whether they would desire the government to pass such legislation as would be necessary in order to make the statute constitutional.

In view of the fact that the company have already spent a very large sum of money in good faith in the carrying out of this enterprise and are doing all in their power to complete it within the time mentioned and strictly in accordance with the agreement with the city, it seems to us that it would only be fair on the part of the corporation to request the government to make such changes in the Act as will be necessary. If this is not done it is quite clear that the Act will be disallowed, the city will lose the benefits which they expect to gain by the construction and operation of the railway, and the parties who are interested in the charter will lose a very large sum of money which they have actually paid out in connection with the enterprise, all on account of the insertion of a clause which was forced upon the company first by the council, and secondly by the model bill passed in the Legislature. The corporation ought to know that, whether the clause were in the Act or out of it, it would not have been at all likely that the company would have employed any alien labor in the construction of their works; they never had any intention of doing so.

BODWELL & DUFF.

The council proving chary about discussing the matter, Ald. Worthington moved that the report and letter be filed.

Ald. Yates said that the council should stand by the Terminal railway. Through it the Nanaimo trade was once more open to the merchants of this city, as freight rates had been lowered. This road, too, had brought in a lot of trade from the islands, and so he hoped that the "tinpot ferry" line, as he had heard it called, would not be put out of business. He moved in amendment that it be laid on the table.

Ald. Cameron pointed out that the council had until the 11th of June to take such steps as it might think fit. He thought that the advice of the city solicitor should be well considered. The council, in spite of preconceived ideas, should stand as a sort of third party between the people who voted for it and the promoters. He opposed any repudiation that might be suggested.

Ald. Barnard said that he had voted against the by-law, and would do so again, but he would not favor anything like repudiation, or taking any advantage of a loop-hole. It was the act of the government in forcing the alien clause into this bill and the government ought to fix up the matter itself.

The Mayor and Ald. Kinsman contended that the matter should not be interfered with by the council at all.

Ald. Barnard pointed out that even if the clause was taken out of the act, the railway company could not employ these objectionable classes, as that was provided for by the covenants in the contract, which would still be good.

Ald. Williams thought that any tampering with the by-law might be dangerous. Already the railway company had failed to keep several of the covenants of the contract. They did not seem to be attempting to live up to it all. He thought, however, that it should be well considered, as the question was an important one.

Ald. Worthington said that it might be lack of money, but at present little progress was being made in the operations of the company. He thought the matter should be left alone.

Ald. Williams objected to the disallowance of Canadian acts when Australian ones with like anti-Chinese clauses in them were allowed to go undisturbed.

On the motion to file the correspondence, Ald. Cameron offered the following amendment:

That the council considers that this is a question for the government to deal with, but is of the opinion that they cannot deviate from the agreement between the Victoria Terminal Railway company and the city without the consent of the electors. The council, however, sees no objection to the repeal of section 25 of the Victoria Terminal Railway & Ferry Act, 1901.

The amendment, he explained, retained the agreement and its covenant against alien labor, by which the company were bound, whether the clause of the act were kept in or not.

This was defeated on the following division:

Ayes: Ald. Cameron, Yates, McCandles and Barnard.

Nays: Ald. Kinsman, Williams, Worthington, Vincent and His Worship.

The correspondence was then on motion filed.

The Agricultural association's position was then taken up. That body's letter, which had been up at the last meeting of the council, requested the city to take over the financial control and responsibility of the show fairs. In response, Ald. Barnard offered the following resolution:

That the council cannot see its way to assume the financial responsibility of the show, but is in favor of granting to the society assistance to the extent of $2,000 and no more.

This was opposed by Ald. Cameron on the grounds that the city could not afford any such expenditure, as it had a $31,000 deficit to face as it was.

In amendment, Ald. Yates moved that the amount be reduced to $1,000.

Ald. McCandless thought that this should be conditional upon those classes of the citizens who benefited by such a show should raise by subscription another $3,000. This suggestion was incorporated in Ald. Yates' amendment, which was then voted down by five to three.

The motion was also defeated, and the council then adjourned to meet on Wednesday (tomorrow) night to consider by-laws, water and other questions.

FIVE CARGOES OF OATS.

It is reported that Brackman-Ker have received from the Imperial government another order for a third cargo of oats to be shipped to South Africa to feed the cavalry horses of the British army. Mr. D. R. Ker would not confirm nor deny the report. From other sources it is learned that a third cargo has been ordered, making the fifth up to date to be loaded on this coast. Brackman-Ker are now loading the steamer Ganges at Vancouver with oats shipped from their large elevators at Edmonton, and the steamer Cymbeline, which is discharging a cargo of bags and jute from Calcutta at San Francisco, is to come to the Royal Roads shortly for orders before proceeding to Vancouver to load. It has not been learned which vessel has been secured for the third cargo to be loaded by the Victoria firm. The steamer Askehall, a 6,000 ton carrier, has been chartered to load a cargo of 500,000 bushels of oats at Portland for the Imperial government. The Askehall left Coronel on Saturday for Portland to load her cargo for South Africa. Balfour, Guthrie & Co.'s Seattle office have sold 2,000 tons of oats to the British government, which is to be shipped to South Africa by sailing vessel, and are dickering for the sale of another 500 tons. An idea of the amount of money expended on the Pacific Coast for these five cargoes can be had when it is stated that the amount involved in the purchase of the 2,000 tons in Seattle was between $60,000 and $75,000. The purchase of such a large supply of oats has stiffened the price considerably, and from $28 to $30 is now being demanded on the ranges across the border.

After Timber For Yachts

Consignment of B. C. Timber to Be Used In Construction of Eastern Boats.

Victoria and Port Townsend to Meet on the Diamond on Saturday Next.

(From Tuesday's Daily.)

Aemelius Jarvis, who returned last week to Toronto after spending a month in this province arranging many of the details of the amalgamation of the salmon canneries, was deeply interested during his visit in the varied forest wealth of this province, and particularly in the piles of manufactured lumber that surround the mills. A thorough business man, with years of training, in one of the foremost banks of Canada, Mr. Jarvis has not always kept his hand to the wheel, and so on this occasion he did not go so much into the prospects of this great industry of British Columbia as into the fitness of its fir and spruce and cedar, for the building of those white-winged beauties that he has so often steered to victory on the Great Canadian lakes. And in this it must be remembered that Mr. Jarvis is a yachtsman of that good old sort that knows a yacht below the water line as well as up above. He belongs to the school now fast disappearing from the seas of men who could not only sail a ship, but build one too, and while an afternoon's frush with a friendly rival was a pleasure long and keen, the forenoon was just as likely to find him with shirt sleeves up, broad-axe in hand beside a stick of timber destined for some coming boat.

Such was the case with the Canadian yachts competing for the Canada cup. Not content to sail them, he spent the Saturdays and Sundays too in the shipyard working on their construction, so much so that he now holds a recognized place in Jim Andrew's yacht building crew at Oakville, just outside Toronto, where for years past some of the fastest Canadian yachts have been built. In one feature of this, the skipper and the yachtbuilder do not see as one, for Capt. Andrews is a staunch Salvation Army man, who has sold War Crys on Toronto's streets, and pleaded with the hardened sinners of Nanaimo's street corners, does not approve of Sunday work. He has been known to look on Sunday afternoon down to the long shed where his heart's love lies, but he never walks that way for fear his yachting beauties would seduce the soul, and the mind would run more after knees and keelsonns than the war songs and the War Crys of the afternoon's parade.

And it is to replenish that big shed and yard that Skipper Jarvis has been selecting the choice bill of cedar, spruce and fir to have shipped back next month to Oakville. There is no international race this year, but the building still goes on, and the season will produce a couple of 40-footers, perhaps more, to go into the Canadian preliminaries with the Invader, the Beaver, the Canada, and the rest of them.

SICK MAN'S TROUBLES.

Sultan's Troops Deserting and Capture Governor of Mocha.

London, May 26.—A despatch to the Daily Express from Cairo, Egypt, says a report has reached there that a whole battalion of Turkish troops has been annihilated by rebels near Port of Ocha, in the Turkish Vilayet of Yemen, in the southwestern part of Arabia. The governor of Mocha is said to have been carried away by the rebels as a hostage. The rebels are being joined by numbers of Turkish troops, who are deserting.

STOLEN HORSES.

Mounted Police Make Capture Near Estevan.

Winnipeg, May 26.—(Special)—Michael Marrisey, a rancher, was found dead near Calgary yesterday. He was in the city last week, and is supposed to have died of pneumonia.

Two Mounted Policemen have arrived at Estevan with William and John Martin, who were arrested with a band of horses in their possession, supposed to have been stolen.

WINNIPEG HELPS.

Votes Money in Aid of Fernie Mine Sufferers.

Winnipeg, Man., May 26.—(Special.)—The Winnipeg City Council tonight voted $500 for relief of the Fernie mine disaster sufferers.

CALF LOVE.

Results in Crazy Youngster Committing Murder and Suicide.

Kansas City, May 26.—Frank Robinson, aged 20 years, today shot and killed his sweetheart, Gerty Rollins, aged 16, shot and fatally wounded his rival, Albert H. Ferguson, aged 19 years, and shot and fatally wounded himself in an apartment in this city. Shortly before the tragedy Robinson wrote a note to his mother, in which he said that as Ferguson had supplanted him in the affections of the girl he loved, he purposed to kill them both and then kill himself.

IN CHAMBERS.

Several Applications Made Before Mr. Justice Martin Yesterday.

Mr. Justice Martin sat in Chambers yesterday morning, and deposed of several applications, as follows:

Henderson, et al. vs. Cleland.—Order made for inspection of documents. This suit is one arising out of the Green-Worlock & Co. estate.

Re Mary Purver, deceased.—On application of Mr. Jay, probate order was granted.

Re Richard E. Purver—On application of Mr. Jay, order for administration issued with will amended.

Several other applications in the various suits being brought against the British-Yukon company, were stood over.

Judge Martin left last evening for Vancouver, where he opens the civil and criminal assize this morning.

BIG RIVER STEAMER.

St. Lawrence the Finest on Inland Waters.

Toronto, May 26.—The four-decked passenger steamer Montreal, the largest vessel ever run down the St. Lawrence rapids, after receiving an extra cable to the steering gear, entered the first rapids this afternoon for Coteau, under her own power and in tow of the tug Chieftain, Capt. Battan, the oldest river pilot, commanding, to assist in making sharp turns in the rapids. The Montreal is 340 feet long, 74 feet 6 inches in width and mosts $500,000. She was built at Toronto to run on the Saguenay.

ONTARIO JOCKEY CLUB.

Toronto, May 26.—(Special.)—This was Hendrie day at Woodbine, Wm. Hendrie capturing the Maple Leaf stakes with Lyddite, on which plenty of money went up at 1 to 5 odds, and George Hendrie, Detroit, a brother, winning the Woodstock plate with Red Rose, and beating out Seagram's Gold Cup, which started a hot favorite.

CANADA TO LONDON.

Suggestion to Erect Special Stand at Coronation.

Toronto, May 26.—An Evening Telegram cable says: "There have been six thousand applications for the six hundred seats allotted Lord Strathcona in the Colonial stand by the Imperial authorities. If these applications are genuine, it is thought that a splendid advertisement ought to be secured for Canada if the Dominion government would erect a special stand exclusively for Canadians.

STRUCK A BALLOON.

Lightning Sets One Afire in Bavaria.

Berlin, May 26.—A military balloon was struck by lightning near Augsburg, Bavaria, last night, at an altitude of 500 metres. The only occupant of the basket at the time of the occurrence was Lieut. Vonhiller, who was telephoning his observations to soldiers on the ground below him. When the balloon was struck it burst into flames and fell rapidly to the earth. Lieut. Vonhillen had the bones in both feet broken, but escaped further injury.

TO CARRY BODY TO ENGLAND

United States Have Proferred Warship to Convey Lord Pauncefote's Remains.

London, May 26.—The British government has gratefully accepted the United States offer of a warship to bring home the body of Lord Pauncefote, late ambassador at Washington.

Ottawa, May 26.—(Special)—A message of condolence was sent by the Governor-General and Sir Wilfrid Laurier and ministers to Lady Pauncefote on the death of Lord Pauncefote. Major Maude or Capt. Bell, A. D. C., will represent Lord Minto at the funeral.

Washington, May 26.—Secretary Root has issued an order placing Major Hagen-Young in charge of the military arrangements for the funeral of Lord Pauncefote. An equal number of army and naval officers shall act as ushers at the church with Major McCawley, of the marine corps in charge. An equal number of enlisted men from the army and navy will act as body bearers. It was ordered that Lieut.-Gen. Miles, commanding the army, and the heads of all the staff departments of the army, attend on funeral in uniform, and an order was issued with respect to Admiral Dewey and the heads of the bureaus of the Navy department. These officers will be the official representatives of the army and navy. The funeral escort will consist of a squadron of cavalry from Fort Meyer, a battalion of infantry, marching as infantry, from Washington barracks, a battery of artillery from Fort Meyer and a battalion of marines from local posts.

Messages of condolence continue to be received at the embassy in large numbers. Among those received today was one from King Edward.

CYANIDE PLANT.

Report That War Eagle and Centre Star Will Use One.

Rossland, May 26.—It is reported here today that a deal has been closed by the War Eagle and Centre Star mines for the purchase of cyanide works at Silica, a mile and a half south of Rossland, from the British Columbia Bullion Extracting company. The plant was erected several years ago by an English corporation, but never operated on a large scale. The cyanide process is said to give perfect results on Rossland ore, per ores, and the report is generally credited, following so closely on the announcement that the resumption of shipments from the mines is only a matter of a few weeks.

The Supreme court action of Yale-Columbia Lumber Co. v. Scottish Union and other fire insurance companies was settled out of court here today. The insurance companies' returned premiums of $22 on policies of $22,000 on the lumber company's mill, destroyed by fire last summer.

A. S. Goodeve has been chosen to represent the Associated Boards of Trade for southern British Columbia at the Board of Trade convention in Toronto early in June, and leaves on Wednesday for the East.

A MORO TRICK.

Used White Flag for a Cowardly Attack.

Manila, May 26.—While Second Lieut. Robert Chumber, of the Tenth Infantry, and Sergt. Walling, of the same regiment, were walking about six miles from Camp Vickers, in Mindanao, they perceived a single Moro carrying a flag of truce. When the native had approached close to the Americans, he suddenly drew his crease and slashed Sergt. Walling, cutting his arm completely off. Lieut. Humber attempted to shoot the Moro, but his revolver missed fire and the native escaped in the tall grass.

A SCIENTIST'S ACCOUNT.

Geologist Gives Results of His Visit to Martinique.

Port de France, May 27.—Prof. Robert T. Hill, United States government geologist and head of the expedition sent by the National Geological society, has just come in from a daring and prolonged investigation of the volcanic activity in Martinique. He reports as follows:

"The zone of the catastrophe in Martinique forms an elongated oval, containing on land about eight square miles of destruction. This oval is partly over the sea. The land part is bounded by lines running from Le Precheur to the peak of Mount Pelee, thence curving around to Carbet. There were three well marked zones. First: A centre of annihilation in which all life, vegetable and animal, was utterly destroyed. The greater part of northern St. Pierre was in this zone. Second: A zone of singeing, blistering flame which was also fatal to all life, killing all men and animals and burning the leaves on the trees, scorching but not utterly destroying the trees themselves. Third: A large outer, non-destructive zone of ashes, wherein some vegetation was injured.

"The focus of annihilation was the new crater, midway between the sea and the peak of Mount Pelee, where now exists a new area of active volcanism with hundreds of fumaroles or miniature volcanoes. The new crater is now vomiting black, hot mud, which is falling into the sea. Both craters, the old and new, are active. Mushroom shaped steam explosions constantly ascend from the old crater. The old ejects steam, smoke, mud, pumice and lapelli, but no molten lava.

"The salient topography of the region is unaltered. The destruction of St. Pierre was due to the new crater. The explosion had great superficial force, acting in radial directions as is evidenced by the dismounting and carrying for yards of the guns in the battery on the hill south of St. Pierre and the colonial statue of the Virgin in the same locality. Also by the condition of the ruined houses in St. Pierre.

"According to the testimony of some persons, there was an accompanying flame. Others think the incandescent cinders and the force of their ejection were sufficient to cause the destruction. This must be investigated. I am now following the nature of this hill."

Ontario Now Is Red Ho

Political Warfare Waxes Fast and Furious—Both Sides are Confident.

Extraordinary Accident With Live Electric Wire In Montreal—Carnegie Library.

MacKenzie & Mann Deny They are Interested In Canada Atlantic Purchase.

Toronto, May 26.—The air is full of election. The Mail has a long double column article on the front page calling on Sir Oliver Mowat to dismiss the Ross government because Duncan Bole, who figured in the West Elgin election case, proves to be an agent of an insurance company, of which Premier Ross is president, and is working for the company in Jamaica, West Indies. Mr. Ross points out in an interview that Bole has been employed by the Manufacturers' Life Insurance company since the days when Sir John Macdonald was president.

A very lively meeting was held at Columbus, South Ontario, Saturday night, at which almost a free fight took place. The meeting was in the interests of Hon. Mr. Dryden, and Mayor Fowke, of Oshawa, in supporting Mr. Dryden, called Wm. Smith, M.P., an arrant coward, because he had sought to intimidate him from attending the meeting, and referred to Smith's career. Mr. Smith was present at the meeting, and sprang at Fowke when the latter referred to him. Considerable confusion followed, and a fight was averted only with difficulty. Both sides express great confidence in the outcome of Thursday's contest.

William Hendrie, owner of Lyddite, the first King's plate winner, received a message of congratulation on Saturday from His Majesty through Sir Dighton Probyn.

Montreal, May 26.—Alfred Archambault, a 13-year-old boy, caught hold of a piece of telephone wire wound round a pole on Ambert street tonight and received a severe shock. He was unable to let go and his cries attracted the attention of Joseph Contant. Contant grasped the wire and received a shock which knocked him down. Another passersby, Wilfrid Bourden, grabbed the wire with both hands, and was instantly killed. Contant and Archambault were seriously burned. The wire had become crossed with an electric light wire.

The Montreal city council today formally accepted the offer of Andrew Carnegie of $150,000 for a civic library, the city to contribute $15,000 annually to its maintenance.

President Shaughnessy, of the C. P. R., tonight confirmed the appointment of E. H. McHeney, formerly of the Northern Pacific, as chief engineer of the road in succession to P. A. Peterson, who becomes consulting engineer.

Ottawa, May 26.—(Special)—Dan Mackenzie, of Mackenzie & Mann, of the Canadian Northern, gives a flat denial to the report that his company is interested with Dr. Seward Webb in the purchase of the Canada Atlantic. "There is absolutely no truth in the report so far as we are concerned," said Mr. Mann. "We have never had any negotiations with Booth and we are not acquainted with Dr. Webb."

SHIPPING COMBINE.

Terms Under Which the German Lines Enter.

Berlin, May 26.—The directors of the Hamburg-American line have issued a circular divulging the terms of agreement arrived at between the Morgan shipping combine and the Hamburg-American and the North German Lloyd lines. The two German companies undertake to pay the combine an annual sum equal to a dividend of shares amounting to at least 2,000,000 marks. This provision was agreed on when the capital of the German lines was 8,700,000 marks each, and in the event of an increase of the capital, a contingency which, in the meanwhile, has arisen, the combine reserved the right of increasing the annual sum accruing to it, to an amount equaling dividends on 25 per cent. of the capital stock. The syndicate in return pledges itself to pay the Germans six per cent. on a corresponding amount of capital.

The traffic of German companies at British ports and that of the combine lines at the Continental ports, is to be limited, subject to certain conditions. The North Atlantic cabin traffic of both parties is to be regulated by a special pooling arrangement, and it is agreed to maintain the present pool regarding steerage passengers. The freight business will be conducted under the existing agreements, excepting mutual precautions against outside competition.

The agreement further provides for the arbitration of the differences and it becomes inoperative in the event of war between the United States and Germany, Great Britain and Germany, or the United States and Great Britain.

STRIKES.

Montreal Carters Want More Pay—Eight Hours in Denver.

Montreal, May 26.—Three hundred heavy carters employed by the Dominion Transport company and Meldrum Bros., went out on strike this morning. The men demand $1.50 per day. They were receiving $1.25 to $1.40.

Denver, May 26.—Five thousand union men employed in the building trades struck today, causing practically a total stoppage