

British Columbia.

NANAIMO.

John Aquilla was sentenced to nine months imprisonment for stealing Ad-Clippe Campo, board the Cheilan bark Guverre at Chemainus. The prisoner pleaded that he was drunk when the offence was committed.

KAMLOOPS.

Kamloops, Aug. 13.—Some promising mineral has been recently discovered within a hour's drive of Kamloops and already numerous claims have been staked off and development work begun. The ore contains copper, silver and gold. New finds are made almost daily and there is great excitement in the town. Prospectors are examining the hills in all directions.

VANCOUVER.

Word was received Wednesday night that Mr. H. R. Beckett, of Port Haney, is dead. Mr. Beckett was 68 years of age and was well known throughout the province.

The Shovel Bay district is giving evidences of its bona fides as a mining camp. The Channe Mining Company has given notice of their intention to apply for crown grants for the Bobbie Burns, Hetty Green, Daniel Webster, and the Dog mine. About 150 die Dog mine have already been brought in from the first named of these four claims, and it is expected that from this out the mine will be a regular shipper. The Comptail yesterday brought down from the Phoenix mine the company's claim which is quite near to the Shovel Bay camp, 500 sacks of ore.

NEW WESTMINSTER.

The news from all parts of the river Wednesday was encouraging, the run of salmon being nearly as good as the previous day. Sixty tons of fish were brought down Tuesday night to the city, and rather better than these figures down river. The canneries continue to be stocked with all, and in some cases more than they can handle. It is estimated that the pack since Sunday night has been about 700 cases. The steamer Gid was brought down 3000 salmon from up river for local canners and the Bon Accord had a cargo of 700. In consequence of the good supply of fish, the price has dropped to fifteen cents and one fishman, preferring to lead to half a ton, threw 200 fish overboard rather than sell at that price. Two or three canneries have already packed as many cases as they have calculated on putting up this year, and others are nearly full up. Several have been making this, so as to pack as long as the run lasts.

Mr. M. Phillips was picked up on Columbia street, near opposite Mr. Lyall's residence, by Warden Moresby, of the penitentiary, in an unconscious condition, having evidently fallen off his bicycle. A hat was found near his head. The patient was found conveyed home but up to a late hour had not regained consciousness.

The fire brigade and residents of the West End spent the most of Tuesday night fighting the big fire, which was burning in the city limits. The fire reached the northern limits of the city on Tuesday afternoon and a hard fight was necessary to save a number of houses in the vicinity. The fire burned a line of houses 2500 feet in length and though the pressure was not very great they did important service with it, checking the advance of the flames in the direction of the city. The fire is still burning in Burnaby, where there are no means of checking it and the indications are that it is in a dangerous position in its path, and may be destroyed.

ROSSLAND.

The Rossland.

The Mugwump Gold Mining Company, which is composed chiefly of Seattle people, have put a diamond drill to work on their property, which lies north of and adjacent to the Iron Mask.

A change for the better is noticeable in the ore taken out of the Deer Park, within the past few days. A shaft of fifty feet has been sunk by contract and at that level the ore is very rich. The shaft was continued by day work with the intention of carrying it to the 100 foot level. As they sank the iron in the ore changed in quality and copper began to appear. Recent assays have shown from \$20 to \$30. A horse which is being used to do the hoisting is being found containing free gold.

J. Hunter, who recently bonded claims in the Deer Park, has discovered another fine ledge or ore south of the Similkameen, assays from which in copper and gold have gone as high as \$37 to the ton from average samples. The ledge is reported to be 30 feet in width and traceable for quite a long distance.

P. Dittmer has finished the assessment work on the Jewel. There are now two shafts down each about twelve feet, one on the north and the other on the south of the claim. The richest ore is found in the south shaft. A contract has been let for a double compartment shaft on the Old Ironides mine. Work is to commence at once. The contractors receive \$22 per foot. Owing to the hardness of the rock this price is considered to be very low indeed.

Some of the prettiest ore ever shown in Boundary was taken from Billy Porter's claim in Wellington camp, the Golden Crown, last week. The mineral is hematite, carrying quartz, in which free gold is very plainly visible. The Golden Crown promises to be, if it is not already, as good a claim as the Winnipeg.

Captain Hall has bounded two more claims on Kruger mountain from R. B. Brown and James Anderson, one of which is the now famous Cabinet. Men have been put to work to carry out the development work. Captain Hall has also put some men to work on the claims near Keremeos, recently bonded from J. Hunter.

It is expected that the tunnel will soon be started which it is intended to run into Palmer mountain to tap the several bodies of ore in the many claims located thereon. The tunnel will be a gigantic undertaking, yet its project is considered to be only feasible, but that the result obtained would thoroughly justify the undertaking.

Messrs. Ellis & Pascoe have completed the assessments on the Dark Horse and the Union, in Wellington camp, not far from the Winnipeg. Both of the claim look well. The ore closely

resembles Winnipeg ore, but is not so high grade. John Smith, alias Johnson, alias John Davison, was tried under the speedy trials act before Judge Spinks on Wednesday last, on the charge of stealing an unbranded horse, the property of J. Manton. The prisoner was evidently keenly felt his position, pleaded guilty to the charge, but asked to be allowed to call witnesses to testify to his previous good character.

Another rich strike is reported near Wolf creek; the ore is gray copper and the lead about 75 feet in width.

The Invicta company are working three giants. The large amount of gravel being worked indicates a good cleanup at the end of the season. The Nip and Tuck are working night and day, and will continue as long as the water lasts.

Al. Murta has struck three feet of solid galena on the Skylight claim on Tracey creek.

We learn that a bond will be taken on the Emerald mine, one of the Dibble group during the coming week.

GOLDEN.

Golden Era.

Mr. J. C. Greene has staked out a claim at Ottetall adjoining that held by Messrs. Dainard and Moodie.

Mr. H. R. Moodie came down from Ottetall Wednesday. He seems well pleased with the prospects.

Among the specimens at the government office are some from the Boston mine, which was recently purchased by an American syndicate. The ore runs very high in silver and copper, the latest assay yet obtained being 3 oz. gold, 150 silver and 35 per cent. copper. The last assay made gave 1 ounce gold, 285 silver and 40 per cent. copper. There are also remarkably fine specimens from the Hidden Treasure copper mine, and one from Messrs. Moodie and Dainard's claim at Ottetall.

We are informed that a strong company has been formed to work the International claim. Mr. Townsend is expected here within ten days. He is to get all matters prepared and will get a supply of provisions and supplies transported to the mine so the mining operations may continue all winter.

NEW DENVER.

The Ledger.

Six men are panning and twisting the ore on the Colville, and a carload of ore will be shipped as soon as possible. Some fine specimens of grey copper and ruby silver were taken out of this property last week.

J. A. Finch let the contract yesterday to E. A. McDonald for the building of eight miles of wagon road from Sloan Lake to the Enterprise mine on Ten Mile Creek. The grade will be ten per cent, and the work is to be completed within sixty days. Seventy-five men will be put to work immediately, and the work is to be completed in ten months.

Nearly two months ago two prospectors wishing to burn a road to their claims on Ten Mile Creek set out a fire that burned an immense amount of valuable timber, and caused many prospectors to run for their lives. If they had set fire to a house, worth a couple of hundred dollars, the officers of the law would have had them in limbo long ago, but as they set fire and caused to be destroyed probably a quarter of a million dollars' worth of timber nothing is said, and they are free to keep on doing such things, until the forests become obsolete.

The Comstock, Silver Cup, Silver Chief, Ruby Trust and Kentucky Gold claims are known as the Thompson group. These claims are on Fennell creek about ten miles from Silverton, and were located early in the summer of 1894. On the Silver Cup a crosscut tunnel 60 feet in length has been run, reaching a depth of 75 feet, and showing an 18 inch streak of galena carrying one hundred ounces of silver and 60 per cent. lead. On the Comstock a 90 foot tunnel has been run on the lead, developing from one to four feet of ore for the entire distance. There are 20 tons of ore on the Comstock dump, and a crosscut tunnel is being driven to tap the lead at a depth of 150 feet. When this work is finished a shorter trail will be made to the group, and preparations made to ship ore during the coming winter.

KAMLOOPS.

Last Saturday afternoon V. D. Curry's little daughter, Elizabeth N., was drowned in Campbell creek, which runs past the house.

A partial clean-up of the rifles on J. H. Russell's placer claim at Tranquille has given returns of something over \$200. The work is to be extended.

G. B. Guthrie, the well known prospector, left Kamloops a day or two ago for Montreal, where he will lay several mining propositions before investors. During the year Mr. Guthrie has made a number of locations that seem to promise exceptionally well.

W. A. Somerset and Cecil W. Ward returned to the city on Saturday last from a somewhat lengthened visit to the boundary Creek country. Mr. Somerset was in search of opportunities for investment in mines. From Penticton they went up to Osoyoos, passing through Fairview, Rock Creek camp, Midway, and on to Grand Forks. From the last named place they journeyed on to Anderson, Greenwood and Boundary Falls. They report the country full of mining experts and people looking for mining properties, but very little development work has been done on the hundreds of locations which they visited. The men holding the claims, they say, are exceedingly in the price they ask for properties on which really no work has been done, and reject anything in the shape of a working bond, always exacting an advance in cash on any proposal made.

This Mr. Somerset thinks unreasonable, and the widespread condition of the claims, and consequently made no investments. It is the old story over again of the owner of a property not knowing its value.

SUBMARINE SENTRY

An Invention That Should Prove a Great Boon to the Shipping Interests.

The Sentry Minimizes Chances for Ships Stranding in Shallow Water.

Within the past month at least two fine steamers have been sacrificed on the rocks in shallow waters near the shore. Both casualties happened in dense fogs. The steamship Colombia, which ran on the rocks off the Lower Californian coast, and more recently the steamer St. Paul, which was wrecked off the California coast, are total losses, simply because there was not on board any appliance which would continuously give warning that the vessels were in shallow water. Fortunately the passengers and crew of the St. Paul were saved, but the story of a similar disaster to the British steamer Drummond, Castle and the terrible loss of life is still fresh in the minds of many. These and the many similar accidents which go to make up that long list annually prepared by shipping associations, have conclusively proved that the system of intermittent sounding or taking of depths—such as ordinarily practiced by even the most skillful mariners, cannot be relied upon to protect any ship from stranding, particularly when she has lost her course through fog or stress of weather.

Sensational men and others interested in shipping have for some time past felt the necessity for some system by which navigators in charge of vessels could be warned when nearing dangerously shallow water. The inventive genius of Mr. S. H. James, of London, England, came to their rescue. He has secured a patent for an instrument known as the James Submarine Sentry, which, when properly used by a vessel, almost wipes out the possibility of that vessel going ashore.

A Times representative while on board the C. P. N. Co.'s new steamer Tees, noticed two boards about three feet long nailed together in the shape of a trough. To these were attached four thick rods and a trip hammer. The whole was connected with a coil of fine wire rope, wound around a winch, which was ornamented with cogs, a register, and other knickknacks puzzling to the uninitiated. Captain Smith was asked what it was and he at once replied that it was a James Submarine Sentry. He gave an interesting description of this automatic sentry—a sentry which never grumbles, never sleeps, never strikes for higher wages, never gets intoxicated, is always on watch, and never gives warning of approaching danger.

"I am convinced from personal experience," said Captain Smith, "that the submarine sentry cannot fail to give warning of approaching shallow water. I therefore never consider any ship which I command properly equipped or seaworthy without a 'sentry' on board. The method usually adopted for sounding is either by the atmospheric sounder or the lead. By either way time is lost. A certain cast may show plenty of water, but the ship may have run a sufficient distance to be on the rocks or on shore before another cast can be taken. A Submarine Sentry is continually on guard, consequently no time is lost. Nothing is required to be done; it only waits to be left alone."

The trough-shaped board called the "Sentry" is put overboard and placed on guard as soon as the vessel leaves the wharf. When it strikes the water, the vessel being in motion, it begins to draw the rope from the winch. The register or dial shows when sufficient rope is out to send the sentry to the desired depth; a brake is used and no further rope is paid out. The sentry gives itself a certain vertical depth when a given length of rope is paid out, and this depth is checked by any variation of speed between five and 12 knots per hour. The sentry is towed behind the vessel. Should it strike bottom through the vessel's running into water shallower than the set depth, an attached trip hammer being the first thing to strike the bottom, liberates the sentry and it at once rises to the surface, simultaneously sounding an alarm attached to the winch. Instant warning is thus given of the vessel's proximity to dangerously shallow water.

"Let me illustrate," said Captain Smith, "how the sentry works. Supposing the Tees starts for the West Coast. She is always safe while in say five fathoms of water. The sentry goes into less than five fathoms, she is to use a common expression, 'treading on dangerous ground.' The sentry touches bottom, it at once rises to the surface, the alarm is sounded and the captain thus notified of shallow water, at once takes steps to prevent any further descent of the sentry for purposes of illustration."

The consensus of opinion among marine men is that the sentry will prove invaluable as an aid to navigation. Like all new appliances the introduction has been slow, but during the past year they have been used by some of the most successful navigators of Europe. The U. S. navy department has also placed them on board a number of their men-of-war.

A SEATTLE "MINE."

An Enterprising Prospector Working Within the City Limits.

While strolling along one of the streets of Seattle yesterday the writer suddenly became aware that there is at least one part of that city where the prospect of free silver is not tolerated. By reading the rude lettering on a board which was nailed to a fir tree on Victory street I found that I was treading on the precincts of a inside the limits of the city of Seattle. The population of the "claim," a carpenter, sign-maker and others, the others being mostly driftwood gatherers, informed me that the owner of the "claim," the man who had put up the starling, "Notice of Location" is a Mr. Fitzmartin, and he lives most of his time in a little shack on said claim.

Mr. Fitzmartin at present is out of society; none are aware of his whereabouts, but the general belief is that he is out prospecting in the mountains, hoping perhaps to find a claim which will pan out better than his city one—but then this has not yet been developed. Mr. Fitzmartin, in staking out his claim, has evidently done so in all seriousness. His statement says: "That on July 13, of this year, he located the said mine on Victory street, between Harrison and Republican streets, as a placer mining claim, having discovered it on the fifth day of the same month."

He has complied with all the requirements of the law pertaining to mining business. As yet, however, very little work has been done. The only development on the claim is a sluice-box, that is, the gutter which has been placed on the street for a similar purpose to that which the discoverer used it for, to carry away refuse. The blocking of this gutter caused the water to accumulate and the effluvia emanating from it becoming a nuisance, the neighbors complained to the superintendent of streets, who, when he repaired to the scene, found the state of affairs already described. His remarks were neither sentimental nor political. "The d— fool," he said. The excitement, however, caused in the neighborhood by the action of Fitz is intense. Dennis Halloran, an Irishman, who from day to day attends the wants of several bricklayers, refuses pointblankly to obey the commands of his spouse and go to work. He says he is not going until he has made a thorough prospect of the vicinity. Fritz Olsen, a lusty Swede, vows that he will not again swing his pick, save to disrupt the corporation's beautifully(?) macadamized roads. "16 to 1," says Fritz. "N't Deeg's gold, an't it?" The question of the inability to locate a mine in that spot evidently has never troubled the mind of Fitzmartin. He is in earnest, dead earnest, and there are others who have contracted the disease.

There is one man in the vicinity unaffected. The writer inquired of a Chinaman, who has a shack in the vicinity, if he intended to search. He however, persistently refused to "sabbeo." A paradox undoubtedly; for he "no sabbeo" he "sabbeo" more than many. A cobbler who was sitting in his store cobbler, said that he had seen the pay dirt and it is "all right." A crowd of excited hangers-on—all new mining camps have hangers-on loitering around—were standing on a street corner talking of the advisability of lynching a follower of the boy orator of Nebraska, who had come into that wilderness as a missionary of free silver.

Mr. Fitzmartin's advent is anxiously awaited by those interested, among them the authorities, who will gently remonstrate with him as to the advisability of his resuming operations on the gravelly muddy soil of the streets in the vicinity. Fitz will be convinced, they say, that the modus operandi there is not the same as it is in the Kootenay or the Yukon. But then says the cynic—he's crazy.

CHIEF JUSTICE RUSSELL.

Arrived in New York on Saturday on the Umbria.

New York, Aug. 17.—Lord Russell, of Kilowen, lord chief justice of Great Britain, reached New York on Saturday on board the Cunard line steamer Umbria from Queenstown. Accompanying him are Lady Russell and their daughters and Sir Frank Lockwood and Lady Lockwood. Lord Russell comes to the United States on an invitation of the American Bar Association. He will deliver an address on August 20 on "International Law." Lord Russell and his party are the guests of Henry Villard at his country place. The distinguished jurist will meet Justice Fuller, of the United States supreme court, Gov. Morton, of New York, and other notable Americans.

THE SILVER CRAZE.

An Alarmed Employer Talks to His Men.

Kansas City, Aug. 17.—A. E. Stillwell, president of the Kansas City, Pittsburg & Gulf railroad, is the first employer of any large number of men in this vicinity to begin an active and open political campaign among the men whose labor he hires. On Saturday, the railroad shop men in Pittsburg, Kas., Kansas City and intermediate points, besides many other employees of the road, altogether numbering several hundred, were given a holiday and free transportation to Fairmount Park. When they arrived there Mr. Stillwell appeared before them in the auditorium and delivered an earnest address in opposition to the free silver "craze," as he termed it. Mr. Stillwell declared that free silver agitation had done more harm to the laboring man—and had taken more bread out of his mouth—than the civil war. He assured his employees that they could never see any free silver men at the head of any great enterprises that develop the country and give work to the laboring man.

THE ENTERPRISING JAPS.

Aspire to Excel the Rest of the World in Naval Warfare.

San Francisco, Aug. 17.—The steamship Coptic brings news that the Japanese are aspiring not only to catch up with the leading nations of the world in the manufacturing industries, but to excel all the rest of the world in the production of engines for naval warfare. About the time the Coptic left Yokohama it was reported from good sources in naval circles that plans had been submitted to the admiralty for the building of a flotilla of small gunboats to develop the extraordinary speed of 40 knots an hour. These vessels are to be driven and lighted by electricity, the twin screw propellers to be placed not right aft, but only a little abaft amidships. The boats are to be wholly or partially submergible, and to make this process easier they will be little more than mere hulls, devoid of outwork of any kind. It is believed the new class of war vessel will be designed entirely as an attempt to embody the principle which has been advocated by so many naval experts of putting into a small compass with extraordinary speed, fighting power which may cope with really big warships. Whether or not the Japanese navy department has reason to feel assured that it has advanced beyond mere experiment in this direction is not known.