LOCAL NEWS

(From Friday's Daily.)

The Haslam Mill.—The Vancouver News-Advertiser in its issue of Thursday says: "It is understood on good authority that Mr. J. S. Emerson has acquired the Haslam mill plant at Nanaimo. Mr. Emerson's first offer for the mill was rejected because it was considered too low, but it is said that possession has been gained by some arrangement with the Ladysmith Lumber Company."

Tested The Mails.—A post card sent by J. A. Lemm, of this city, on July 28, 1905, on a trip around the world has finally turned up here after a journey of 110 days. The card went from Victoria to New Zealand, thence to South Africa and then to England. From London it was readdressed to Montreal, and thence back to Victoria. Through the kindness of the editors of different papers the card was re-directed.

Sharp-Byrnes.—On Wednesday evening at St. James church, Rev. J. H. S. Sweet, officiated at the marriage of James Sharp, manager of the Port Simpson branch of the Hudson's Bay Company, and Miss M. Byrnes of this city. There was a large gathering of relatives and friends. The bride, who was charmingly crowned in ecru voile de soie, elaborately trimmed with lace, carried a beautiful shower bouquet of bride's roses and asparagus fern. She was attended by Miss Sparrow. The bride was given away by Rev. Canon Beanlands, of Christ Church cathedral. Mr. G. Paulin presided at the organ. Mr. and Mrs. Sharp received the congratulations of a large number of friends. They left by the Steamer Princess Victoria for Vancouver, and later will proceed to places of interest on Puget Sound. Returning to Victoria some time during the month, they will leave for the north, where Mr. and Mrs. Sharp will make their home.

Zinc Experts.—A visitor to Victoria on Wednesday evening was W. R. Ingalls, editor in chief of the Mining and Engineering Journal, of New York. Mr. Ingalls is one of the members of the zinc commission which was appointed by the Dominion government to investicate that branch of the industry in British Columbia. In company with Dr. Argall of Denver, another expert, all the zinc properties which have been developed to any extent were gone over. Much information has been gathered and during the winter experiments will be carried on at Denver in the way of treating the British Columbia product.

The Cameron Petition.—Following are the names thus far attached to the petition praying for the reinstatement of Miss Agnes Dean's Cameron as principal of the South Park schools: Hon. J. S. Helmeken, Charles E. Redfern, J. D. McNiven, M. P. P., Dr. O. M. Jones, Dr. R. L. Fraser, F. B. Pemberton, Lindley Crease, H. B. Young, W. C. B. Young, S. J. Pitts, B. Orth, Archbishop of Victoria, Rev. J. H. S. Sweet, W. H. Bone, J. P. Hibben, W. H. Langley, Thos. Shotbolt, H. A. Bechtel, L. Goodacre, Hinkson, Siddall, John Meston, B. B. Shepheard, Dr. Elliott S. Rowe, J. B. Baker, Edith L. Higgins, Augus Galbraith, Edward F. Robinson, Gordon F. Grant, H. T. Williams, Thos. H. Piper, A. Johnson, W. Dickenson, A. J. Baynton, Ed. Galligan, James Goldstraw, W. Noury, J. Levy, John Brown, C. W. Newbury, Wm. McKay, John McMillan, Wm. Gill, A. E. Wade, W. J. Hanna, J. B. Munro and James Allison.

(From Saturday's Daily.)

Edits The World.—D. W. Higgins, the pioneer Provincial journalist, is now editor of the Vancouver World, he having assumed the post at the beginning of the week.

The Fruit Exhibit.—A cablegram was received from England yesterday to the effect that R. M. Palmer, in charge of the British Columbia fruit export had reached his destination. The fruit was due to arrive per steamship Virginian on November 28.

The Trustee Election.—The four trustees, whose terms will expire at the end of the year will in all probability offer themselves for re-election. Chairman Boggs states that in view of recent events he had no alternative, but to run again. Trustee Mowat will also seek an opportunity of justifying his position.

Tramway Offices.—The contract for the erection of the office building for the B. C. Electric railway company at the corner of Langley and Fort streets has not yet been let. It is understood that Messrs. Smith & Sherbourn are the lowest tenderers.

Herring Expert.—According to Nanaimo exchanges J. J. Cowie, the Scottish herring expert has begun demonstrating to Nanaimo fishermen improved methods of handling the fish. On Thursday at the Johnston wharf a practical illustration was given by the Scotch lassies in rebarrelling a quantity of salted herring.

To Privy Council.—Mr. E. P. Davis, K. C., has left for England, where he will represent the C. P. R. at the hearing before the imperial Privy Council of the famous Vancouver street-ends appeal. The argument will take place next month. Attorney-General Wilson, who left some weeks ago for London, will argue the case on behalf of the province.

Cable Now Direct.—Cable communication with Shanghai by the United States Pacific cable can now be sent direct as according to advices received yesterday, a cable has been completed by the German-Dutch company between Shanghai and Guam, connecting the island with the Commercial Cable system. The new cable obviates the necessity of messages from the Pacific coast for Shanghai or other Chinese ports, Japanese or Korean points being sent via Manila.

C. P. R. Officials' Movements.—R. Marpole, superintendent of the Pacific division, and a party of other C. P. R. officials left for the interior Thursday afternoon in two private cars which were attached to the Imperial Limited, says the News-Advertiser. F. P. Gutelius of Montreal, engineer of maintenance of way, who arrived from the East on Wednesday, did not go to Victoria, but left again for the East. Mr. Marpole will accompany him through the Kootenay.

Damage to Land.—According to the Nanamo Herald, Ralph Smith, M. P. was in Duncans yesterday, accompanied by a Dominion inspector. As complaints are being made of the damage done by the overflow of the Cowichan river it is their intention to see what is necessary to be done to prevent destruction of land in that vicinity. Mr. Smith will return to Ladysmith this morning to look into matters in connection with Dominion affairs in that place, returning home on the evening train.

Logs Are Higher.—The price of fir logs has begun to climb, and before the winter is over they may be higher. They are now selling at from $7 to $8.50, and a well known timber man of Vancouver stated that he believed there were hardly any logs for sale which were not contracted for. The very wet weather in September prevented many logs being taken out of the woods, and though during the fine interval since the supply has been increased, the demand has also been brisk. The mills are now operating full time and conditions are fairly good. The price quoted for logs is very firm.

The Mail Robbery.—As was mentioned in Colonist despatches yesterday, for the first time in the history of the Cariboo mail service the main line mail carried by the British Columbia Express Company has been robbed, the registered mail sack being rifled two weeks ago at some point not yet precisely known between Soda Creek and Ashcroft. Post Office Inspector Greenfield is of the opinion the robbery was accomplished at the 83-Mile House, but this is scarcely possible, as it is dark when the stage reaches and leaves there, and daylight was necessary for the security parties to do what they did. The registered mail sack was cut open and the letters extracted and opened, one containing a check being replaced in the sack as valueless to the robbers. The affair has been kept very quiet, but the case is being thoroughly investigated by Mr. Greenfield.

Land Clearing Scheme.—The clearing of all the standing and fallen timber on the old Mannion ranch, Bowen Island, and the conversion of the land to farming purposes will be commenced next Monday morning by Capt. J. A. Cates of the Territorial Steamship Company, owner of the property says the Province. There are 320 acres of land in the ranch, and over 250 acres are yet uncleared. This morning hundreds of feet of one-and-a-quarter-inch wire cable were shipped by the steamer Britannia to Bowen island, and a large logging donkey engine is already on the ground. It is expected that the work of clearing the property will take at least a year's time. Nearly all the cedar on the property was logged some time ago, and the timber now standing is alder. It is estimated that fully three thousand cords of alder will be cut into cordwood lengths during clearing operations. The alder has already been sold to parties who will convert it into charcoal.

Pioneer Mine Owner.—L. C. Dillman, of Seattle, a prominent financial operator of the neighboring state, has been spending a few days in Victoria, leaving last night for Vancouver. Mr. Dillman was one of the pioneer mine owners of the Kootenays. Back in the '80's he made Spokane his headquarters and when Ainsworth came on Kootenay lake was discovered, acquired and developed the Queen Victoria claim, into which Portland capital was interested. Of recent years he has maintained offices in Seattle and has been instrumental in financing several large deals. He still retains an unbounded faith in the future of British Columbia, which he declares to be on the eve of its greatest development. "Once the Grand Trunk Pacific starts construction eastward from its Pacific terminus this Province will get all the American money it wants for the development of the resources of the Northern interior," he said last night. "I am not in a position to talk, but you can say this, that just so soon as the terminus of the Grand Trunk Pacific road is actually settled, there will be millions of dollars turned loose for legitimate enterprises."

Mining Case Settled.—In the full court at Vancouver on Thursday the case of Lassell vs. Thistle Gold Mining Company was taken up, Mr. Bélyea, K. C., and Mr. Morphy, both of Victoria, appearing for the appellant company; while R. Bloomfield, of Wilson, Senkler & Bloomfield, appeared for the respondent, plaintiff. Lassell, the plaintiff, originally held one-eighth of the stock of the Thistle Gold Mining Company in Cariboo, but delivered over his stock to the Sutherland company, which took over all the claims. A Minneapolis banker named Hanna backed Sutherland, who was then president of the company. Hanna suggested a scheme of reorganization whereby all the debts of the old company were to be paid and the stockholders cared for. He promised to give Lassell, in return for his eighth interest in the old company, the same interest in the new company, but when the new company was formed the stock was not delivered, and Lassell brought action to recover. Mr. Justice Martin gave judgment in his favor for $12,500, or the value of one-eighth of the stock. Their Lordships upheld the appeal and reversed the judgment, on the ground that the delivery of the shares to the new company was an illegal transaction.

(From Sunday's Daily.)

Trustee Huggett's Move.—A notice has been posted by Trustee Huggett at the city superintendent's office to the effect that a special committee be appointed to consider the advisability of adopting a thorough drawing system. The committee is to report to the board.

In Geneva.—A postcard has been received by a friend in Victoria from C. W. D. Clifford, M. P. P., in which he says: "Arrived here two days ago (October 27) all right. We had a fine trip over 'the pond,' except for one rough day. We stayed three days in Paris and were delighted with that wonderful city. Geneva appears to be a beautiful place. The climate is dry, but rather cold, like a fine winter's day in Victoria."

Postal Regulation.—Announcement is made that the post office will not accept for transmission any matter enclosed in transparent envelopes with the address written on the enclosure. Citizens are also notified that letters must not be mailed in the new parcel and paper boxes. In respect to the transparent envelopes, some of the merchants have been in the habit of using these envelopes in the course of their business, while frequently they have been used to send picture postcards from one point to another.

New Mission Hall.—The new W. C. T.-U. mission hall, which will be opened on Yates street on the premises lately occupied as the Edison theatre are being very elaborately fitted up and when complete will be very homelike. It is the intention to open the rooms to the public on Wednesday next. The public are cordially invited to be present and participate in the exercises. A very fine programme has been arranged which will include selections of Miss McCoy, Mrs. J. D. Helmecken, Mrs. Dr. Jones, Mrs. Reid and Mrs. Gleason. There will be addresses by Rev. Dr. Campbell, Gladstone, LeRoy Dakin, Adams and Thompson. It is understood that the Lieutenant Governor will be present and the chair will be occupied by the Lord Bishop of Columbia.

Goes to Vancouver.—General regret will be expressed by a host of personal friends and the public generally at the announcement that E. W. Carr-Hilton, who has been connected with the staff of the Canadian Bank of Commerce in this city, will leave shortly for Vancouver to assume charge of the new branch of the bank established by the bank there. Mr. Carr-Hilton joined the staff of the bank in this city in 1887, when it was known as the Bank of British Columbia. Previous to that time he had been connected with the bank in San Francisco for a year and in Tacoma for three years and a half. It was from San Francisco that he came to take a position in the local bank. The opening of the south end branch will make the third office established by the Canadian Bank of Commerce in the Terminal City.

A Presentation.—The many friends of A. C. Galt, the well known barrister and solicitor of Rossland, learning of the intended departure for Victoria, held a secret conclave on Tuesday for the purpose of making arrangements for a public farewell for him, with the intention thereat of presenting him with a suitable token of their appreciation of him as a citizen and a man. Mr. Galt, however, kept the secret of his intended departure so secret, with a view to avoiding such a ceremony, that the committee having the matter in hand only learned late on Tuesday evening that he had made definite arrangements to leave the city yesterday morning, says the Miner. The committee, however, was not to be frustrated altogether in its good intentions, and a most beautiful gold watch was purchased. This watch has a modern Swiss movement. It is to be artistically engraved, and will in a day or two be forwarded to Mr. Galt at Victoria with the compliments of the donors. The watch is now being engraved by T. G. Challoner. On the outer case in large letters are Mr. Galt's monogram and family crest. On the inside portion of the case is engraved the following: "Presented to A. C. Galt by his Rossland friends, November 7, 1905."

SUCCESS IN ADVERTISING

How to Make Advertising Interesting—It Is Not Difficult If the Way Is Known—Any Merchant Can Make His Announcements Widely Read—An Analysis That Proves the Point.

CHAPTER 5.

I promised in my last article to show how advertising can be made so interesting that everybody will read it.

I did it was easy to do.

That meant it was easy to make it interesting and also easy to show how to do so.

Let's take the Colonist and see what is interesting and what is not.

The first ad. on the front page today pertains to "Presentations."

"Is that interesting?" I ask myself.

The heading is calculated to arouse curiosity as to what presentation things are, and then as to the method pursued by the advertiser in telling his story.

I read and find that Presentations are a subject, by themselves and one of peculiar interest.

The advertiser has told me something new.

He has aroused interest and I decide to read further.

I read on and find that the firm advertising presentation things has important facts to tell. If it did not have something to say it wouldn't be worth while saying it. That is basic in literature and journalism. The Saturday Evening Post, the other day, endorsed editorially the so-called newspaper style of writing. It said that the college presidents were learning that no other style is so good for reaching all people, both the classes and the masses. It said:

"The first principle of newspaper style is to have something to say and then say it."

Something to Say Is the First Essential

This is indeed the first essential in any writing.

The ad. I am commenting upon had something to say—and said it.

That made it an interesting ad to the point and likely to be read by about everyone who reads ads—and that is a percentage of the population that is increasing all the time for the reason that ads. are getting more and more readable all the time, as men concentrate more attention upon their preparation and hire brains and skill to aid them.

Also because the public is looking more and more to the newspapers for interesting advertising—a subject that has risen into prominence lately on account of the realization by the world that publicity is its greatest problem and its industry of greatest magnitude, the only industry that seems entirely basic and important equally to all.

The Vast Demand for Advertising Literature.

Al the ad-schools multiply upon the face of the earth and the advertising publications become sold upon leading newsstands, the circle of advertisement students widens until today we would if we could scan the list of Victoria men and women who are studying advertising as a possible profession. In Montreal one news-stand alone has twenty-seven subscribers to the magazine called Profitable Advertising, and dozens of subscribers to other magazines that deal with the same topic showing the intense interest in this subject.

I know the treasurer of one of Canada's leading manufacturing establishments who is taking the Powell course of advertising instruction with a view to resigning his position and becoming an ad writer, while great firms like the Standard Furniture company of Seattle have a member of the firm, one of the proprietors, as advertising manager.

In all firms the advertising man is regarded as one of the top men, conferring with the firm in all matters of general import and being consulted more and more in buying goods and planning selling campaigns.

"We are paying sixty dollars a month to a young man who writes our advertising. We would rather pay someone six hundred dollars a month to perform that service as it ought to be performed. We are only waiting for the right man to come along," said a great concern of the West when I was over to the Portland fair—and they paid me $100 for one day of service, asking for more of my time.

I mention this to show the actual demand for good men.

And All This Pertains to Making Advertising Interesting.

But does this pertain to making advertising interesting?

Yes—for it shows the intense interest the subject has and the moneywise men are willing to pay for making interesting copy.

"But how can an average man—a merchant, say, do that?"

By saying things that he knows will interest the public and saying them earnestly, sincerely, spontaneously.

"How can he do that?"

"By saying them just as he would if he is talking to his reader over the counter.

Why not?

What's the difference between talking across a newspaper and talking across a counter?

You know your goods—you can talk them all right when anyone comes into the store.

A good ad-writer could stand alongside you for half an hour any day and taking down what you said about different things as you sold them to customers, could write you the best advertisements you ever published.

A Point That Is Easily Proven.

How can I prove that point

Easy enough.

That is just what I do nearly all the time.

I go to the irrigation district of the C. P. R. An irrigation expert takes me out over the irrigation land. He has had years of experience. I draw him out. He talks irrigation. My questions make it easy for him to do so. I spend the day in irrigation observation, and when I get back to the hotel that evening I write out what I saw and what the irrigation expert said, and then print it.

It becomes the text book of thousands of farmers. I never saw an irrigation district till that day.

What of it?

The irrigation man and his associates knew more about irrigation than I could pick up otherwise in years, and what they knew I put out as facts—because it was facts.

I interview Sir Thomas Shaughnessy on railroading, and what he says becomes a complete synopsis of Canadian railroading.

I interview the President of the United States and what he says is final, conclusive. I interview Mr. David Spencer on Store Success, and what he says is complete wisdom as to employing clean-minded, intelligent people, having a store large enough for the city of the future as well as the present, and the system of buying and selling worked out in the success of the greatest firms everywhere.

Now, your reporter is a fact-finder—He gets the store facts that will sell goods, that will interest the public just as he gets the facts that will interest the public in the lesser fields of daily news into which the city editor sends him.

The Success of the Washington Star's Bureau.

In Washington, D. C., the Star has a system of ad-writing that takes care of the ad-writing for eight firms. Most of those firms wouldn't advertise at all if not for this bureau. It sends its advertising reporters round to them daily and the reporters get the store facts and figures and write them up for publication same as the other reporters write up other news.

The Montreal Star is successfully introducing a similar system into Canada.

The great advertising agencies employ similar methods.

It's the method the local merchant of Victoria can employ.

He can train himself or one of his clerks or get a reporter from one of the local newspapers to report the store facts of his business every day, and write these facts out so that the public will read them.

He probably won't have time to do this himself every day, but he will always be interested to be the editor-in-chief of his store news, mapping out policies and supervising the campaigning.

The main thing is to apply the system. The system finds what's interesting and prints it.

Something is of interest every day. Not an article is sold in any store in Victoria that hasn't something interesting about it. It's made or brought to Victoria or has merit or is priced in such a way as to be interesting, and the good salesman will find plenty to say about it when the customer comes in—but let him say it before the customer comes in and thus make him want to come.

Making the Customer Want to Visit Your Store.

It's the first agency of advertising to induce the customer to call and see what you have for sale.

Talk to him long enough and he will call.

Read up on what you have to sell—

Write about it.

Practice fact-telling.

—Just fact-telling, nothing else, and you will be surprised how quickly the public will become interested in what you have for sale and what you have to say.

You have something to say, everyone of you—Mr. Merchants of Victoria—and you can say it to everybody by just starting right in and writing to the public what you would say to the customer over the counter.

Try it.

Never mind about the space.

Tell the story—and let the space fit your advertisement.

ALLEN WEST.

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

NITRATE OF SODA PROPAGANDA.

Sir—There have been several cases recently of low grade nitrate appearing on the market, and I am writing you to advise your correspondents to purchase nitrate from trustworthy dealers only.

The more usual adulterants are common salt, and salt cake from the manufacture of acids, both worthless as fertilizers and containing no plant food.

It is preferable to purchase nitrate in original bags, which now contain about one hundred pounds, against the old three hundred and ten pound bag, which was very clumsy.

I hope that you will be able to co-operate with us in helping to prevent the sale of low grade nitrate, which we greatly deplore.

So far as the producers are concerned, however, the greatest care is taken, and samples are drawn by inspectors from all cargoes before they leave the ports of Chili, and fines are imposed upon producers who attempt to ship low grade nitrate.

Salt cake residue made as a by-product in the manufacture of nitric acid is also used at times to adulterate nitrate of soda, and in some cases has been sold as such; of course it is worthless as a food for plants. It is frequently called niter-cake, which name gives it a false value from the farmer's standpoint.

On our part we have done all that is possible to keep up a high standard, and that our policy will be the same in the future may be fully assured.

WILLIAM A. MYERS,
Director.

November 10, 1905.

MORE ANENT SUNDAY SHOOTING

Sir—As my name occurs several times, and a letter of mine, or rather the distortion of the facts of one, appears to be the excuse for a dessertation on anonymity by a bombastic correspondent who uses the singularly ill-chosen nom-de-plume of "Fair Play," I beg leave to protest. The name of a totally unknown person like myself is not materially different from an anonymous soubriquet, ergo, I fail to see why it should carry more weight (according to "F. P.," having none) against the cause I advocate than for it.

The fact that my income is nearer $2 than $20 per diem and that Sunday is my only day of even comparative leisure, does not make me forget the ethnological fact (obviously unknown to "F. P.") that Christianity is traveling westward, and that Palestine is as heathen today as it was 2,000 years ago, and that when religion in the spirit reaches the Pacific Coast that Sunday shooting will be abolished with other relics of barbarism by popular consent. My original convictions, which are not altered, are as follows:

(a) The only shooting rights in this country, however democratic, are:

(1) Those of the occupier on his holding.

(2) Every citizen on unfenced or unorganized land.

The farmers are getting more restive every year of the hordes and processions of hunters who trample over their lands, doing, often, serious damage to stock and fences, even sometimes to the proprietors themselves, as Mr. Stannard's letter shows.

The accidents at Shawnigan alone tell of the insecurity of the free shooting.

Finally I submit, as a worker and a poor man, that it is better to get order out of chaos by taxing guns than to let the game be exterminated and then try to restock.

Better, too, if "Fair Play," when next he assumes unbidden the role of arbiter, does not distort the contentions of the contestant from whom he personally differs to make texts for his more profuse than convincing verbosity.

H. J. DUNN.

THE NAME OF PORT SIMPSON.

Sir—I have the pleasure to enclose my account of the founding and naming of Port Simpson, taken from authentic sources kindly lent to me in this city, which may be of interest. Inskip Passage, Port Simpson, may also be of interest. Captain Inskip last visited Port Simpson in 1833; he is still living, and the other day I had the pleasure of receiving a letter from him in England, in which he stated that in those far-off days Port Simpson was spoken of as "the Metropolis of the North." Was this spoken prophetically?

JOHN T. WALBRAN.

Victoria, November 18, 1905.

Port Simpson.—Named after Captain Emilius Simpson, ex-lieutenant R. N., from 1827 to 1831; in command of the Hudson's Bay Company's schooner Cadboro, trading on this coast. The trading post, named Fort Simpson, was first established by the Hudson's Bay Company in 1831, on the north bank of the Naas river, about two miles above the present settlement of Kincolith, but this position being found unsuitable as too far from the ocean, another site was sought for. This was found in a bay, then known as McLoughlin's bay, on the south shore of the entrance to Observatory Inlet. Captain Simpson died at the Naas fort in 1831, and was buried there, his body being removed when the post was abandoned, and re-buried on the east side of the new fort. No doubt from the circumstance of Captain Simpson dying at the Naas, the post was named after him by the Hudson's Bay Company.

The site of the present Fort Simpson was selected July 12, 1834, by Messrs. James Birnie, Alexander C. Anderson and Dr. William F. Tolmie, Hudson's Bay service, and Captain Duncan of the company's brig Dryad; and on the 14th the work of clearing the land commenced under the superintendence of Mr. Anderson and Dr. Tolmie. Mr. Birnie was in charge. The new post was finally abandoned on August 30, 1834, a Saturday night, and such a Saturday night the Indians never had before, as the tyees of the great company had made them a parting present of a 25-gallon cask of rum, and with this aid to festivity the Indians duly celebrated the event. No sleep could be obtained on the brig anchored a short distance from a shore, a drunken orgie of the wildest kind taking place; firearms were discharged and shrieks and yells filled the air. Amongst it all could be heard the hammering and ripping of timber, and when the short summer night was over the destruction of the Naas fort was nearly complete. The Dryad sailed.

The following account of Captain Simpson is given in a foot-note by Bancroft, in his History of the Northwest Coast, vol. II., page 477:

"For a British tar, and a brave man on duty, dealing rum, molasses, beads and blankets to savages for wild beasts' skins, Simpson was excessively the gentleman. Though an efficient officer, he was somewhat eccentric. For example, his hands must be incased in kid, before he could give an order on his own deck in the daylight, and if the occasion was perilous or peculiar, his gloves must be white kid. Nine-tenths of the crew shot in fear with him, and the other tenth was conformity."

The first survey of Port Simpson harbor was made by G. H. Inskip, master (staff commander) of H. M. paddle sloop Virago, in the summer of 1853. Captain Inskip was assisted by Messrs. Henry N. Knox and William E. Gordon, mates (sub-lieutenants), whose names are given respectively to the south point of Birnie island and the north point of Finlayson island. Between these points is the main entrance to the harbor. Inskip Passage was named in 1868, by Staff Commander Pender, commanding H. M. hired surveying vessel Beaver, when he re-surveyed the harbor with an organized staff.

Inskip Passage, Port Simpson.—Inskip Point, Virago Sound; Inskip Channel, Moresby Island, Queen Charlotte Islands. After George Hastings Inskip, R. N., master, H. M. S. Virago. On this station 1852-1855. In 1853 Captain Inskip made several surveys in the northern waters of British Columbia, viz., Virago Sound, Inskip Channel; and Houston Stewart Channel, Queen Charlotte Islands; and Port Simpson. Inskip Point and Inskip Channel were named by Commander James C. Prevost, 1853. The chart of Port Simpson was replaced by Pender's survey, 1868, who named Inskip Passage. Inskip joined the navy as a master's assistant, 1843, and served on the Blazer and Rattlesnake, both engaged on surveying duty. In 1851 joined the Virago as master, commissioned at Plymouth, August 9, by Commander W. Houston Stewart, who was relieved by Commander James C. Prevost at Valparaiso, December 2, 1852. On the voyage out to this coast the Virago was instrumental in capturing for the government of Chili, early in 1852, two merchant vessels, British and American, which had been seized by the revolutionary party under the leadership of Cambiasco, a lieutenant in the Chilian artillery, and when taken by the Virago, the former in the Strait of Magellan, the latter at San Carlos, were full of troops, with a quantity of treasure, sixty tons of silver ore and $150,000. War being declared against Russia by Great Britain and France, 1854, the Virago was at the attempted capture by the British and French fleets of Petropaulovski in August of that year. Returned to England, 1855.

After returning to England in the Virago, Captain Inskip served exclusively in the surveying branch of the service. East Indies, 1856-1860. Home survey, 1860-1871. Staff commander, 1867. Captain Inskip was appointed, 1871, to the hydrographic office, Whitehall, where he remained till retired from active service, 1874. Since retired has revised for the Admiralty several volumes of sailing directions. F. R. G. S. Retired captain, 1874. Residing at Plymouth, 1905.

LAWYERS' LITTLE BILLS.

Some curious evidence was recently given in a case which turned on a solicitor's charges, one witness testifying that the man of law had remarked that "winks would have to be paid for."

That some very curious items are found occasionally in a solicitor's bil lof costs was amply borne out by the following:

"A managing clerk who was once in my employment," began the man of law," made such a favorable impression on a client that one day the latter showed his appreciation of my clerk's efforts on his behalf by incontinently taking off a valuable diamond pin he was wearing and presenting it to him.

"That unconscionable clerk of mine actually made a charge for receiving it as follows:

"'To attending you: Long and special interview, when you presented me with your diamond pin, 13s. 4d.'"

We have all heard of the dishonest coachman who put down in his expenses' book the highly interesting item, "To twopennorth of whipcord, 6d;" and of the waiter immortalized by the late Dan Leno who, on reckoning up his customer's bill, included "no bread, a penny!" in his account. But an item in another bill mentioned by our legal informant surpasses even this brilliant feat of accountancy:

"A certain firm of solicitors," said the lawyer, "with offices not many hundred yards from where we are sitting now, were conducting a case for a very impecunious client who was laying claim to a large sum of money.

"Thanks to his legal advisers, he eventually obtained possession of the amount; but in the meantime he was practically supported by his solicitors. When their bill was presented it was a study. But the champion item was this:

"'To attending you when you requested the loan of two pence, in order to pay your omnibus fare to Hampstead, where you were to meet a relative, 6s. 8d.; to advance, 2d.'

"Here is a pendant to the story of the greedy clerk, the grateful client and the diamond pin. It concerns another grateful client, who was so overjoyed at winning a case that he invited his solicitor to a most gorgeous dinner to celebrate the victory.

"The food, the wines, the cigars and other concomitants were of the finest and most expensive kinds, and a most enjoyable dinner was followed by a box at a theatre.

"However, all through the festivities the man of law kept a keen eye on his business interests, for in his bill of fare there subsequently appeared the amazing items:

"'To attending you at dinner, 6s. 8d.; to attending you at theatre, 6s. 8d.

"History does not record what the grateful client said when he perused the bill."

NUBIA—BIRTHPLACE OF MASSAGE

The masseur had just returned from "I didn't turn as much as I expected to," he said, "but I got hold of two movements that will eradicate wrinkles and fat in an incredible way.

"Nubia is a queer place. They have so little water there that they never take baths. The masseur kneading—whence our word massage—is the bath's substitute. You strip, lie down, and are covered from head to foot with a cream made of mutton fat, musk, sandalwood powder, and certain plant juices. Then you are kneaded, you are massaged. I studied the Nubian movements thoroughly and learned, as I say, two good things.

"The Nubians are shapely and handsome race. They use elephants with the sword. A hunter steals upon a drowsing elephant, and slashes him in the back of the leg, ten inches above the hoof. This cut severs the artery, and the elephant bleeds to death.

"They cook the meat on hot stones. First they build a fire, then they put big stones on it, and, when the stones are hot enough, they clean them of ashes and embers carefully, and throw on the meat. This is a better way of cooking than broil, for it preserves all the meat juices. But greenhorns don't know what kind of stones to use. Most kinds, heated, explode.

"The Nubians are hapely and handsome. They never wrinkle, they never get fat, their skins are smooth and fine. They impute these graces to the 'massel,' the massage, that they take regularly three or four times a week.

"Every masseur ought to go to Nubia if he wants to learn his business thoroughly."

The Railroad Strike Is Off

St. Petersburg Factions Decide That Workmen May Resume.

Hot Discussions Between the Extremists on the Situation.

St. Petersburg, Nov. 18.—The railroad strike was formally declared off today beginning at noon Monday, at a meeting of the workmen the question of the abandonment of the industrial strike was hotly discussed. The advocates for a continuance of the strike, especially by the leaders of the extremist faction, declared that no relations with the government except war to the knife are possible, and urged that the strike be enforced until the Cronstadt mutineer were unconditionally pardoned and martial law in Poland was abolished.

The intransigents insisted that the industrial proletariat of the whole country was ready to flare up in a resumption of the former general strike if the St. Petersburg workmen would stand to their guns only a few days longer. They declared that the strike committee in Moscow was tonight debating the question of joining the call for a universal strike, and produced a telegram from Rybinsk saying that the workmen in the shops of Motor power department of the railroad had struck today and that traffic was at a standstill.

The orators of the other faction resented sharply the insinuations of treachery and poltroonery and warned their opponents that they ran the danger of being deserted and entirely discredited if they persisted in ordering a continuance of the strike. The division of sentiment is acute among the leaders of the large body of workmen who opposed the strike, and who, hitherto have been held in line through loyalty and the men probably will return to work Monday.

The railroad strike committee covered the abandonment of its undertaking in the following

"The strike of the St. Petersburg railroad's workmen has shown the government that the execution of cruel measures, like the death penalty, will always meet the active resistance of the working classes. The strike has shown that our power is growing, and, if later the committee finds it necessary to offer the government decisive battle we will conquer. Comrades, gird yourselves for the struggle. When it is found necessary all the railroads in Russia will strike immediately and will continue the struggle until the government fulfils all our political and economical demands." Manifesto By Workingmen's Council.

A manifesto has been issued by the workingmen's council declaring the government was compelled to yield to the workmen's demands with regard to Cronstadt mutineers. It invites the working classes of all Russia to sustain the protest of the St. Petersburg proletariat against martial law, capital punishment and uprisings of the "black hundred."

LORD MOUNT STEPHEN.

Chairman of C. P. R. Gives $50,000 to Queen Alexandra's Fund.

London, Nov. 18.—Lord Mount Stephen, formerly president of the Bank of Montreal, and chairman of the Canadian Pacific Railway, has contributed $50,000 to Queen Alexandra's donation for the unemployed. This is the largest individual subscription thus far received.

Transcontinental Railroads

Article Reminiscent of Predictions Made in Early Days by Joseph Howe.

The Speech Recalled Which was Made by Nova Scotia Politician in 1851.

It is always interesting to look back at bold predictions of the last generation which have become the familiar realities of today. On the 15th of May, 1851, Joseph Howe made a speech at Halifax, in which he said: "I believe that many people in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains and to make the journey from Halifax to the Pacific in five or six days." To his hearers this,no doubt, appeared highly visionary. To us, however, living in a time when transcontinental trains start daily on their week-long run across Canada, Howe's dive into the future does not seem so deep. But no other statesmen of his day saw this coming event with so much clearness. In the early 50's his mind was strongly at work on the railway question, and it was on the eve of his departure from Toronto to confer with the government of the Province of Canada on the Intercolonial project that he made the speech above quoted from. The people whom he addressed in Halifax believed the Intercolonial line a feasible undertaking but his talk about a British North American transcontinental road within the lifetime of any of them probably struck them as an example of the license of the rhetorician or the responsibility of the prophet.

An Early Project.

Some people, however, must have believed Howe's dream substantial, for in the same year (1851) application was made to the legislature of the Province of Canada for a charter to build a transcontinental railway. Such a feat had not yet been accomplished by our neighbors. But, though the application was not granted the railway committee of the legislature expressed the opinion that the scheme was within the bounds of possibility. It reported against the granting of the charter for other reasons than want of confidence in the practicability of the undertaking, and expressed the hope that it would be entered upon and carried out jointly by Great Britain and the United States. The particular reasons given for not recommending that the charter be granted were that the claims of the Indian tribes were not yet adjusted, that the country to be traversed was held by the Hudson's Bay Company, and that, consequently the promoter's application was premature. The committee added that it reported against the petition reluctantly.

Control of the Interior.

In the Illustrated London News of Feb. 16, 1861, there is an article on "A British railway from the Atlantic to the Pacific," which makes curious reading for the Canadians of 44 years after. Evidently the writer of the article was well informed about British North America whose affairs at that time as for some years before and after, received much attention in the mother country. In 1857 the British House of Commons had taken up the question that the railway committee of the Canadian legislature had found to be a stumbling block in the way of a transcontinental railway, namely, control of the lands beyond the Great Lakes. The Hudson's Bay Company's charter extended over one great tract that such a line must traverse, and the same corporation's licenses encumbered another, of which British Columbia was the principal part. A committee of the British House of Commons, made up of Gladstone, Lord John Russell, Roebuck, Lowe, Packington, and others, made a very thorough enquiry, examining, among other witnesses, Chief Justice Draper. To obtain further information, a British expedition was sent out in the same year (1857), under Palliser and Hector, whose report on our interior and on the passes of the mountains is a landmark in the history of our progress. A report equally valuable was prepared by the Hind-Dawson expedition, sent out in the same year by the Canadian Government. After making as exhaustive a study of the question as could be made in the circumstances, the British committee reported in favor of the transfer from the Hudson's Bay Company to Canada of the Red River country and the Saskatchewan Valley. Further, it recommended that British Columbia should be released from the company's license. This latter recommendation was at once acted upon, and British Columbia became a Crown colony independent of the company in 1858.

"The Pacific Scheme."

Not only does the writer of the old Illustrated News' article appear to have carefully followed these developments, but also he seems to have been well advised of a great transportation scheme which was on foot at the time he was writing, and for which the way had been prepared by the British Parliamentary Committee of 1857. This was another undertaking to build a transcontinental railway. The chief forwarder of the new project was Mr. Edward (afterward Sir Edward) Watkin, famous for his part in the promoiton of the Grand Trunk. To him the illustrated London News' article makes no reference, but it is strongly in favor of the railway scheme. Its advice is: "Establish an unbroken line of road and railway from the Atlantic to the Pacific through British territory." The writer estimates that £20,000,000 or £25,000,000 would suffice. But private enterprise could not, he says, carry out such a work unaided. There must be liberal help from the Canadian and the Imperial Parliaments. "That help once offered, by guarantee or grant, private enterprise would flock to the undertaking, and a people would go to colonize on the broad tracts laid open to their industry. But, we repeat, parliament must take the initiative, for the work is great and its utility is in all senses Imperial."

Right-of-Way.

For the timely help of the Illustrated London News' article Edward Watkin must have been grateful. In the following year he was so fortunate as to get the influence of the Colonial Secretary, the Duke of Newcastle, enlisted so far as to have that minister sound the Hudson's Bay Company for a right-of-way. The company was agreeable, but would prefer to sell out for £1,500,000. This, too, was preferred by Watkin, who had the International Financial Association organized to effect the transfer. The Hudson's Bay Company's shares were acquired by the association, which proposed to turn them over to a new company that should have powers as a railway corporation as well. But the "Wintering partners" of the Hudson's Bay Company made trouble, and the transaction ended in being no more than a change of Hudson's Bay Company stockholders. Not till six years later did Canada acquire the North-West and not until 18 years later was the C. P. R. begun.