

Co. LD.
GRKS
TH
August 1st. Con-
ea.
MANAGER.
R MANAGER.

Co. LD.
oes,
Etc.
and Shoes in the
scription of Boots
each of our five
Letter orders
due to
Co. LD.

5c.
amily
kscrew

ED BE WITHOUT ONE.
AND DURABLE.

H. BOWES,

HEMIST,
at St. Near Yates St.

ALL NIGHT.

OGRAPHY
ookkeeping, Penmanship,
and Forms, Commercial,
Spoken, etc., taught
ratically.
SINCE COLLEGE, L.D.,
Vancouver, B. C.

ERAL ACT.
Form F.)
OF IMPROVEMENTS.

NOTICE.
I Claim, situate in the
Division of Chemaino Dis-
trict, On Mount Brenton,
the top of the mountain and
of the Holyoke Mineral

at I. Alexander Duncan
Mines' Certificate No. 171562,
and as agent for Edmond
M. J. West, Free Miner's Cer-
tificate No. 171562,
from the date hereof, of
the Recorder for a Certifi-
cate, for the purpose of
a Grant of the above

notice that action, un-
less be commenced before
the Recorder for a Certifi-
cate of Improvement
day of August, A. D.,
1902.

A. D. MCKINNON,
Form F.)
OF IMPROVEMENTS.

NOTICE.
I Claim, situate in the
Division of Renfrew
District, Gordon River,
I. E. P. Colley, as agent
for Edmond M. J. West,
Free Miner's Certificate
No. 171562, and as agent
for Edmond M. J. West,
Free Miner's Certificate
No. 171562, from the date
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\$1.00 PER YEAR, STRICTLY IN ADVANCE, TO ANY ADDRESS IN
CANADA, UNITED STATES, OR GREAT BRITAIN.

RACE FINISHED IN A THICK FOG

FINAL CONTEST OF SERIES FOR THE CUP

Londoners Express the Hope That
Canada Will Enter the List
Next Year.

New York, Sept. 3.—Reliance, the
American Cup defender, to-day won the
third and final race and the series for the
America Cup. In a dense fog, which
prevented vision beyond 200 yards, she
finished the race at 5:30:02. Shamrock
III, after running for more than an hour
in the fog, missed the finish line, and
returned to it from the opposite direction.
Reliance was then being towed through the
fog. Shamrock did not cross the finish line.

The successful result was achieved
only after four futile attempts to sail
off the final race, and then the out-
come had been admitted by even Sir
Thomas Lipton to be a foregone conclu-
sion. To-day's race was the eighth at-
tempt to sail the race. After one Duke
Reliance won the two following con-
tests, by seven minutes and three sec-
onds, and the other one minute and nine-
teen seconds. A week ago to-day the
attempt to sail the third race failed and
attempts have been made every day this
week. On two occasions Reliance led
Shamrock to the finish line by about
two miles, but failed to reach it before
the expiration of the time limit of five
and a half hours.

Rarely, if ever, has there been a more
spectacular finish than Reliance's to-day.
After sailing for more than an hour at
terme speed, the eighth attempt, Duke
Reliance burst through the wall of mist
upon the view of the spectators on the
fleet assembled at the finish line, and
leaving under a great heaving balloon
race until her lee rail was awash,
led across the finish line almost before
the spectators could determine for a cer-
tainty that it was she. Once more the
Yankee boat had added to the long
string of victories in contests for the
honored old silver trophy that carried
with it the blue ribbon of the sea.

The duel between the skippers began
at the signal at the preparatory gun,
and continued throughout a series of
brilliant manoeuvres, in which Captain
Barr improved his splendid seamanship
by out-generalling Captain Wringle.
During the fifteen minutes before the
starting gun, Captain Barr held the
British boat under sail, and for most of
the time blanketed her. He never
relinquished the windward position,
which he held when the preparatory gun
was fired. Ten minutes later both boats
were heading away from the line; Sham-
rock luffed and forced Reliance about.
Reliance held her under her lee. They
crossed the line together. The official time
was, Reliance 5:30:02, finish 5:30:02.
Shamrock actually crossed the
line at 1:02:03, and suffered a handicap
of three seconds.

Both were heading seaward, but as
Reliance was backing her helm, Sham-
rock promptly whirled about and
headed down the Jersey coast. Reliance
held on for a minute, then followed.
The manoeuvre placed Reliance to wind-
ward but astern of Shamrock. Both
went off at a swift pace in a fresh
breeze. Captain Wringle attempted to
outrail the defender by giving his boat
a good full, while Captain Barr pinched
Reliance close to the wind and cleverly
nursed her toward the turning mark.
Shamrock at first foated faster, but
Reliance more than made it good by out-
pacing her.

Far more than an hour they sailed
down past the shore of Sandy Hook and
the Highlands of Navesink to Seabright,
and during all that time Reliance steady-
ly worked up to windward of the beaten
challenger, outpointing and outfooting
her at the same time and passing to
windward of her. When they tacked
off Seabright, heading seaward, the Amer-
ican boat had gained a quarter of a
mile straight to windward of the British
craft. On this new tack Captain
Wringle again gave his boat a good full,
and she shot through Reliance's lead
at an alarming gait, but all to no pur-
pose. Within 15 minutes both boats were
off to the mark six miles away. Re-
liance was a good mile ahead and gain-
ing. Heeling to a freshening wind and
jumping into a rising sea, the boats were
broke and heeled over her spinaker
poles over her lee bow. The homeward
stretch had begun. The boats were timed
at the turn as follows: Reliance, 3:40:35;
Shamrock III, 3:51:45. Reliance had
sailed 11 minutes and 3 seconds in the
fresh to windward.

As the boats started the run home-
ward under spinakers and balloon jib
topsails, a split about three feet, long
appeared in the foot of Reliance's spin-
aker, but as it drew well, Captain
Barr continued to carry it. For three-
quarters of an hour the only variation
was a slow gain by the leading boat.

TO DEVELOP THE NEW COAL FIELDS

CONSULTING ENGINEER OUTLINES THE PLANS

He Says Reserves of the International
Company in Alberta Are Practically
Unlimited.

(Special Correspondence of the Times.)
Grand Forks, B. C., Aug. 31.—The In-
ternational Coal & Coke Co., which owns
extensive bituminous coal lands in Al-
berta on the line of the Crow's Nest
Pass railway, has entrusted George S.
Baton, a Pittsburgh coal mining expert,
with the task of designing a plant ca-
pable of producing an output of 2,000
tons daily. The report of Mr. Baton is
now in the hands of the directors. It is
quite exhaustive, outlining a compre-
hensive plan of development. Some idea
of the magnitude of the coal reserves on the
property of the company can be gained
from the fact that the Pennsylvania ex-
pert estimates the amount of coal in
sight above the level of the Canadian
Pacific railway tracks at the enormous
figure of 64,000,000 tons; and also from
his assurance that with ample equip-
ment a daily output of 10,000 tons could
be maintained for an almost unlimited
period. He has also pronounced the coal
to be of first-class quality for steam-
ing purposes and admirably adapted for
the manufacture of coke.

A plant with an output of 2,000 tons
daily is to be completed and in opera-
tion within a year. Development work
is actually in progress, and in each suc-
ceeding month a larger and larger pro-
duction is assured until the plant shall
have reached its maximum capacity. Mr.
Baton spent nearly a fortnight at the
coal fields in preparation of his report.
On his arrival here, prior to returning
home, Mr. Baton was interviewed by
your correspondent. Probably his most
impressive statement was the assertion
that one coal seam on the lands of the
International company has a thickness
of more than twice that of the most fa-
mous bituminous coal seam in Penn-
sylvania, Ohio or Western Virginia.

"I was engaged by the International
Coal & Coke Company," said Mr. Baton,
"to make an examination of the coal
fields, to report on the best method of
development, to locate and design a min-
ing plant with an initial capacity of
2,000 tons, as well as to design a coking
plant comprising 400 ovens. My report
is now in the possession of A. C. Flumerfelt,
president of the company. The out-
crop of coal of my client runs in a gen-
eral northerly and southerly direction for
seven miles. The Canadian Pacific rail-
way crosses the property two miles above
its south boundary. There are three
points along the outcrop where plants
can be established, thus enabling the
company to develop the coal cheaply and
expeditiously. It is the usual custom to
divide the field into sections of sufficient
area to justify the erection of plants ca-
pable of being utilized for long periods
of time. These are the ideal condi-
tions I found to exist there. Four or
five such plants, each with a capacity
of 2,000 tons daily, could be advan-
taneously located along the outcrop. The
company, at the outset, will erect one of
these plants. A year will be occupied in
building it and developing the seams
to maintain the above production. The
work will be started this fall in earnest.
The small force now employed at the
mine will be increased immediately."
"There are nine workable seams of
coal on the property. One of them is
eighteen feet in thickness, two exceeding
eleven feet and six others are over six
feet in thickness. This does not include
a number of smaller seams. The sur-
prising and advantageous feature is that
they all run parallel with one another,
and are embraced in a space less than 400
feet wide and for miles have a dip or
pitch of from 35 to 45 degrees. This
uniformity, together with the proximity
of the seams, will enable the company to
mine at a minimum cost. There is a
drifting proposition, pure and simple. A
conservative estimate of the coal in
sight above the Canadian Pacific railway
tracks is 64,000,000 tons. Of course
the seams go down deeper, but the prob-
lem of extracting the coal is not one
that need concern the management in
this day or generation."

"The main working has been located
at a point 150 feet south of the rail-
way track. My plans provide for run-
ning a drift in on an eighteen-foot seam,
and when a certain distance is reached
cross-cut to the parallel seams. This
development work can be pushed sim-
ultaneously on each seam, enabling the
company to employ a large number of
miners without the possibility of over-
crowding. The mine will be ventilated
according to the latest scientific prin-
ciples. My instructions were to design
a plant that would embrace all the latest
devices and improvements in coal min-
ing. All the machinery will be operated
by electricity. Coal will be located auto-
matically into the cars from chutes in
the breast of the workings. The mo-

WARSHIPS READY FOR EMERGENCY

EFFORTS OF TURKS TO SUPPRESS REVOLT

Over Four Hundred Insurgents Reported
to Have Been Killed in the
Kilisura District.

Constantinople, Sept. 4.—United States
Consul Raveland telegraphed from
Beyrout to Minister Leishmann that the
authorities there have been seeking the
assault of Vice-Consul Magelsson, but
the consul is not able to state if he is
among the persons already arrested. The
United States cruisers Brooklyn and
San Francisco are expected to reach
Beyrout to-day. The report circulated
by a news agency on September 1st,
in the United States, that a balloon bomb
had been found near the palace, is with-
out foundation.

The Turkish officials reports indicate
the complete success of the military
operations against the insurgents in the
Kilisura district. Over four hundred
insurgents are said to have been killed.
The agent here of the Hungarian
Levant steamship line has gone to
Burgas to investigate the three explo-
sions which occurred on Wednesday at
the Austrian steamer Vaskapu, soon
after that vessel had left the port of
Burgas on her way to Constantinople,
resulting in the death of 29 persons. The
cause of the explosion is still in doubt.

It is now said that the assistant con-
ductor of the sleeping car was the
author of the bomb disaster on August
27th, when the eastbound daily expres-
s from Buda Pesth to Constantinople was
blown up near Kuleli Burgas, about 25
miles south of Adrianople, killing seven
persons and injuring 15 others. He left
the train at Philippopolis and has been
arrested there.

The Sultan announces a gift to the
troops concentrated in Roumelia, and in
Constantinople that it was desirable
for this city the population is invited to
contribute flannel vests, boots, socks,
etc., which are received by the soldiers
in the field.

May Send Fleets.
Paris, Sept. 5.—It is authoritatively
stated that in view of the growing dis-
content in Turkey a French fleet will be
ordered to hold itself in readiness to
proceed to Turkish waters. This de-
termination followed the receipt of a re-
port from the French ambassador at
Constantinople that it was desirable to
have warships in readiness. Similar
preparations have been made by Italy,
Austria, Russia and Great Britain. The
officials here expect the fleets will act
together in case of a crisis.

Washington, Sept. 5.—Minister Leish-
mann has called the state department
that owing to the disturbed conditions
in Constantinople an additional kavass
contingent force, had been stationed at
the American legation. This act was
taken on the suggestion of the Turkish
government, which had assured the
American minister that it will use every
precaution to protect all foreigners, but
has warned the United States ambas-
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strengthen the force inside the buildings.
In case a necessity developed, it is prob-
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send a detachment of marines from the
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Beyrout to-day. Minister Leishmann has
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United States government. The United
States would have to have the consent
of Turkey and also that of other Euro-
pean powers to do so.

London, Sept. 3.—The Daily Mail
correspondent, in a dispatch from Mon-
astir, dated August 31st, tells of an in-
effective attempt made to penetrate the
Albanian cordon and reach Armentso.
He was threatened with death, and com-
pelled to return under guard. He gives
numerous instances of Turkish
brutality and treachery. The villagers
of Armentso were massacred before a
single insurgent visited the place. The
inhabitants of the village of Novolka
were butchered while on their way to
Florina, continues the correspondent.
The Christians are in a state of abject
fear, and are handicapped by a bigoted
Greek metropolitan who orders them
to stay in the village and not to flee,
with the result that the savage soldiers
murdered them by scores. The Euro-
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astir, dated August 31st, tells of an in-
effective attempt made to penetrate the
Albanian cordon and reach Armentso.
He was threatened with death, and com-
pelled to return under guard. He gives
numerous instances of Turkish
brutality and treachery. The villagers
of Armentso were massacred before a
single insurgent visited the place. The
inhabitants of the village of Novolka
were butchered while on their way to
Florina, continues the correspondent.
The Christians are in a state of abject
fear, and are handicapped by a bigoted
Greek metropolitan who orders them
to stay in the village and not to flee,
with the result that the savage soldiers
murdered them by scores. The Euro-
pean residents of Monastir, including
the consuls, are in a state of great
anxiety. Many, including the Italian
consul, have recently been insulted by
soldiers.

CONSERVATIVE OBSTRUCTIONISTS

ALL-NIGHT SITTING OF DOMINION HOUSE

Transcontinental Railway Bill in Com-
mittee—Opposition Tactics Decided
on in Caucus.

Ottawa, Sept. 4.—The House of Com-
mons has been continuously in session
since 3 o'clock yesterday. The railway
transcontinental bill was taken up in
committee yesterday and at once the op-
position started out to obstruct. It then
leaked out that at a Conservative caucus
in the forenoon it was decided to perse-
cute these tactics on the grounds that if par-
liament was kept sitting long enough
the government would not be able to
have a general election before another
session.

W. F. Maclean pointed out four days
ago in the House that the Grand Trunk
Pacific road was to be a vote catcher,
and that all provinces were in favor of
it. The opposition therefore are resort-
ing to obstruction.

About 9 o'clock this morning the Hand-
saw staff was unable to follow the dis-
cussion any longer and stopped reporting.
E. D. Monk raised the point that the
committee could not proceed without the
reporters being at work. The chairman
declared that the taking of the proceed-
ings was not constitutionally necessary.
The House rose at 1 o'clock to-day
from the decision of the chairman.
The Speaker put the question to the
House, when the decision of the chair-
man was sustained by 52 for to 30
against.

The House rose at 1 o'clock, as the
rules provide for this. It will meet
again at 3, and if no arrangement is
reached, it is liable to be in session till
Saturday at midnight.

JEFFRIES AND MUNRO.
Clampion Will Meet the Butte Fighter
at Los Angeles on October 16th.

Los Angeles, Cal., Sept. 4.—Champion
J. J. Jeffries last night signed articles
to fight Jack Munro, of Butte, 20 rounds
for a decision in this city on October
16th, in the Century Athletic Club to take
35 per cent. of the gross gate receipts,
and the contestants to divide the remain-
ing 65 per cent. on a percentage to be
determined by them. Manager Mc-
Carthy, of the Century club, last night
wired Jeffries's signature and the terms
of the contract to Jack Munro at New
York.

Munro's Reply.
New York, Sept. 4.—Jack Munro, of
Butte, Mont., to-day refused an im-
mediate fight with Jeffries, sending the
following message to Tom Carey, man-
ager of the Century Club, Los Angeles:
"Date too soon. Will fight Jeffries in
January. Not time enough to train."

WARSHIPS READY FOR EMERGENCY

EFFORTS OF TURKS TO SUPPRESS REVOLT

Over Four Hundred Insurgents Reported
to Have Been Killed in the
Kilisura District.

Constantinople, Sept. 4.—United States
Consul Raveland telegraphed from
Beyrout to Minister Leishmann that the
authorities there have been seeking the
assault of Vice-Consul Magelsson, but
the consul is not able to state if he is
among the persons already arrested. The
United States cruisers Brooklyn and
San Francisco are expected to reach
Beyrout to-day. The report circulated
by a news agency on September 1st,
in the United States, that a balloon bomb
had been found near the palace, is with-
out foundation.

The Turkish officials reports indicate
the complete