Sir Hibbert On The Issues

Delivers a Spirited Campaign Speech at Meeting of Vancouver Conservatives.

Scores the Grits For Lack of Sincerity in Dealing With British Columbia Affairs.

At the initial campaign meeting of the Conservatives at Vancouver on Monday evening, Sir Charles Hibbert Tupper delivered a very interesting speech. He is thus reported in the News-Advertiser:

Sir Charles, in opening, expressed pleasure at the large attendance, especially as the campaign had scarcely opened; they were hardly hot yet. Their friends, the enemy, had not yet got together, though Mr. Macpherson had apparently taken for certain that he was the candidate.

At last the government had ventured to appeal to the people, and what a confession of weakness at the very outset. Helter, skelter, here and there, old war horses had scattered, some to the Senate, some to the Bench and others to Government positions out of range. (Applause.) Rumors were abroad that others would only stay out in the cold a little longer, and Sir Charles referred caustically to the fact that many of the present appointees were sitting in parliament and voting on measures with judgeships and other appointments in their pockets. Yet, with all the Grit talk, these gentlemen, like that old war horse, Sir Richard Cartwright knew a thing or two, and were not taking any more risks.

By searching the records from 1867 when they commenced to keep house together, they could not find an occasion when an election was forced at such short notice as thirty days in which to discuss some of the greatest measures that have ever faced the nation. Some of these questions took hours and hours to explain on the floor of the House, and some no man could explain except the minister of justice. Yet, when one read the glib utterances of Mr. Macpherson in the papers a night or two ago, he seemed to know all about the G. T. P. contract, and gave figures ad infinitum as though he had been giving his whole time to it from boyhood. There were, nevertheless, men in the House of Commons who could not understand it. But, Mr. Macpherson did not attempt to explain how it was that the contract, made by the government without the sanction of parliament and submitted to parliament over a year ago, which was so perfect and so much in the interests of the country that it could not afford to wait, whether Cox could or not, did not cause the work to be started, and how it was that another session was called for the purpose of improving that contract, not from the people's point of view, but for granting more to the G. T. P.

Sir Charles then advised his hearers not to be led away by side issues in this short, sharp campaign. He thought they should leave the questions of the construction of the road to the people in the East. It was going to be constructed, and upon whether Sir Wilfrid Laurier or Mr. Borden were returned depended on the question of whether the road was to be owned by a corporation or the government. He humorously referred to Mr. Prefontaine's visit to British Columbia to smooth the way for the general election and his announcement that the road was going to be started simultaneously from the Eastern and Western ends. Yet when he learned that Mr. Hays, who had a great deal to say in the matter, was coming, he apparently had a nightmare and hurried back to the East. (Laughter.) When Mr. Hays arrived the innocents who allowed themselves to be fooled by Mr. Prefontaine, went to him, but all they could get out of him was that the scenery was magnificent and the climate perfect. (Laughter.)

In this province, Sir Charles said, they had the Liberals in a most pitiable position, completely cornered. There never had been such an opportunity to overwhelmingly thrash them at the polls as there is now. He dealt at some length with the attitude of the British Columbia Liberal members regarding the question of better treatment for this province by the Dominion. In the House they had denounced the present terms, and yet, after the government had done nothing, they had meekly voted for the Laurier administration every time. He considered Sir Wilfrid's answer that "if we paid three times as much per head into the Dominion treasury, we should congratulate ourselves that we were very well off," a direct insult. The people's patience had been exhausted, as Mr. Morrison had seen by retiring from public life, and they could put the others into private life. British Columbia had asked for a fair investigation of its demands, but that had been refused, though all the maritime provinces had got more than just claims.

Sir Charles also referred to the unfair competition to which the lumbermen are subjected, and asked if any newspaper or Board of Trade supported the government's policy in this respect. He referred to the lead industry, Mr. Galliher having almost on his knees implored them to give some protection. "Did he get what he asked for? His answer is on record. He said that while he got a bounty, it was no answer to his demand. It was not even half a loaf. The industries in the East got the bounty and the duty, too." Then, exclaimed Sir Charles, "why in God's name should we stand it for an hour? How long are we going to be played with?"

Corruption in the Yukon and the farce of the present alien labor laws were briefly touched upon, as was also the manner in which appointments are now made to the judiciary, militia and civil service. Sir Charles instanced the Lord Dundonald incident and the resignation of Mr. Macdougall, the Auditor-General, who had been appointed from the Liberal ranks, and after eighteen years of so-called Tory corruption could not stand ten of Grit rule.

In closing Sir Charles referred to the Conservative leader, Mr. Borden, whom he had known all his life, and said that he was a man who had lived in the fierce light of parliament for many years, and yet nothing detrimental to his character had ever been said of him.

Sir Charles was greeted with hearty cheers at the close of his speech, the applause continuing for some time.

POLITICAL NOTES.

Last evening at Royal Oak schoolhouse a large and very representative meeting was held to choose delegates to attend the Conservative convention at Duncans next Wednesday.

It is rumored that Mr. C. H. Lugrin's name has been withdrawn from the list of possible nominees to be submitted to the Liberal convention tomorrow evening. Rumor also has it that Mr. B. J. Perry's name will be one of the strongest on that list. Mr. Perry is gaining strength at a rate which is astonishing even his friends, and their name is legion. He is regarded as probably the best man that the Liberals could put up in this constituency.

A meeting of the Conservatives of Esquimalt electoral district will be held at the schoolhouse, Lampson street, on Saturday evening next, the 8th inst., at 8:30 p. m., to elect delegates to attend a convention at Duncans on Wednesday, 12th inst., for the purpose of selecting a candidate in the Conservative interest at the forthcoming Dominion elections.

MYSTERY UNEXPLAINED.

Attempt to Wreck New U. S. Battleship Still Being Investigated.

New York, Oct. 4.—The mystery of the three attempts to wreck the battleship Connecticut, now in process of completion at the New York navy yard, remains unsolved today. A rigid investigation has been started. So grave was the affair considered that the last act of Rear Admiral Rodgers, commandant of the yard, before he retired from active service today, to be succeeded by Rear Admiral Coghlan, was the issuance of a circular order, which he had posted throughout the ward.

CATCH OF WHALING FLEET.

San Francisco, Sept. 30.—Private advices have been received here of the catch of the Pacific whaling fleet. The fleet wintered east of Point Barrow and on September 6 the whaling steamer Thrasher passed the point. She reported the catch and also that the ice was heavy. The Narwhal caught two whales to the eastward of Point Barrow and she previously reported a catch of 14. This large catch is due to the vessel having been in the Arctic for some time. The Jeannette killed six; the Bowhead had three and the William Baylies had three; the Belluga had one, the Barbara Hemster caught four, and is now on her way to Seattle.

SHADE TREES AND BOULEVARDS

Suggested by Tourist Association For Streets Surrounding Parliament Buildings.

The usual weekly meeting of the executive of the Tourist Association was held yesterday, at which were present: Anton Henderson (in the chair), T. E. Wilson, H. B. Thomson, Ald. Beckwith, Ald. Vincent, B. S. Heisterman, E. C. Smith and Secretary Herbert Cuthbert.

A letter was read from Mrs. Cuthbert, who was in charge of a party of Eastern Canadians which recently visited the coast, stating, in answer to the secretary's letter, that the reason her party did not make a longer stay in the city was because that party had lost three days in California through a washout and, therefore, had to make it up somewhere. The writer stated that she had given over 50 illustrated talks since visiting Victoria last year, in each of which Victoria's attractions were mention.

The members of the executive were much impressed with the value to the city of the fine display of fruit that is now being got together in the rooms of the association as an example of what can be grown within five miles of the rooms. In this connection the secretary stated that he had had no less than four strangers in the rooms yesterday that were all thinking of buying small holdings around the city. These people were very much interested in the fruit exhibit.

Mr. Thomson brought up the question of having the city plant a few trees, with a boulevard of about four feet of grass, along Birdcage walk and Menzies street opposite the Government buildings. He thought the government, if requested, would keep it in order, and it would much improve that portion of the city. The suggestion was endorsed and the city will be asked to make the improvement.

Mr. Thomson also suggested that, as the Tourist Association is doing so much to encourage fruit growing and poultry raising, that the Dominion government be asked to establish near Victoria an experimental chicken feeding establishment, as they have near Vancouver.

The remainder of the meeting was taken up with a discussion of routine and financial matters.

THINK HARRIMAN WILL LOSE.

Hill and London People Are Buying the Northern Securites.

New York, Sept. 30.—The continued heavy absorption of Northern Securities, both by Hill brokers and London, is based on confidence that Harriman will lose the suit to be tried in October. Hill claims the stock is rising on its merits; that the Northern Pacific and Burlington, as well as the Great Northern, are gaining much by enlarged trainloads and expense curtailments.

AUSTRALIAN COAL TRADE.

Report Showing How Antipodean Product Affects Market.

J. W. Harrison's Coal Circular says:

Since the departure of the Sierra there have been the following coal deliveries from Australia, namely: Ernest Reyer, 3,100 tons; Weathersfield, 1,490 tons; Ditton, 4,180 tons; General Negrier, 2,929 tons; Reaper, 1,826 tons, total, 13,522 tons. There are seven cargoes of Newcastle coal which are expected to arrive here prior to November 1; these seven, added to the quantity now in yard, will be ample supply for all local requirements for the next two or three months. There are twenty eight vessels at present engaged, or expected, to transport Australian coal here, with a carrying capacity of about 70,000 tons. Several of these cargoes will not arrive here prior to the end of the year. In September, 1903, thirteen cargoes, carrying 44,147 tons of Australian coal, were delivered here; for the same time this year we have had but five arrivals from Newcastle with 13,522 tons. But few names of coal carriers are being added to the list, partially because the asking freight rate from Newcastle is too high, and the demand at this end is diminishing the competition offered by our northern coast collieries has served to cut down values very materially. The proximity of the winter months is already being felt, and the domestic fuel trade is becoming active; this will serve to materially decrease the stocks of colonial coal now on hand. Coal, as a steam fuel, is gradually losing its hold among large consumers locally, as they are substituting fuel oil for their purposes. Prices remain unchanged.

TWITCHING OF THE NERVES

Dizzy Spells and Extreme Nervous Exhaustion—Fourteen Boxes of Dr. Chase's Nerve Food Made Thorough Cure.

Miss Lena Hiebert, Lowe Farm, Man., writes: "I had suffered for two years with dizzy spells, pains in the back, cold hands and feet, nervousness, jerking of the limbs, sore tongue, soreness of arms and shoulders, and general exhaustion. About seven months ago I became so nervous that I could not sleep, and could not do the least bit of work without suffering dreadfully from pains in the back. I could hardly walk, could eat very little, and felt that people were always watching my body twitch. I tried several medicines with little effect, and was a mere skeleton of skin and bone about to give up in despair when I heard about Dr. Chase's Nerve Food, and began using it. I have used in all fourteen boxes of this preparation, and it has built me up until I am now strong and well again."

Dr. Chase's Nerve Food, 50 cents a box, six boxes for $2.50, of all dealers, or Edmanson, Bates & Co., Toronto. To protect you against imitations, the portrait and signature of Dr. A. W. Chase, the famous recipe-book author, are on every box.

WINNIPEG WIRINGS.

Quarry Manager Beheaded by a Fall of Rock.

Winnipeg, Oct. 4.—At Stoney mountain quarry today Wm. Sharp, manager, was instantly killed by falling beneath a loaded stone car. His head and legs were severed. He leaves a grown up family.

Ernest Boon, an engineer, was crushed between two engines in the railway yards last evening, receiving injuries from which he died. He was 26 years of age. His mother lives on Sherbrooke street, Montreal.

Levi Hussey was appointed chief of the Portage la Prairie police last night.

Winnipeg's inland revenue returns for September were $80,225.

The rear wall of the new Dominion theatre, Portage avenue, has fallen in during construction.

The rival hockey leagues in Manitoba amalgamated last night and now harmony reigns.

On Saturday 308,000 bushels of wheat were marketed at C. P. R. points.

There will be an informed meeting of the House of Bishops Saturday owing to many bishops being in the city on their way to attend the board of missions next week at Montreal.

Mrs. A. Rutherford, president of the Dominion W. C. T. U., was in the city yesterday on her way to organize at Calgary a territorial W. C. T. U.

COALING BELLIGERENTS.

Instructions Cabled From London as to Treatment of Foreign Vessels.

Lord Minto, Governor-General, has received the following cablegram from the secretary of state for the colonies. It appears in the current issue of the Provincial Gazette:

"My telegram of February 10th rules for observance of neutrality published in London Gazette February 11th lay down in rule 3 to what extent coal might be supplied to belligerent warships in British ports during the present war. It must be borne in mind that reason for practice of admitting belligerent ships of war into neutral ports arises out of exigencies of life at sea and the hospitality which it is customery to extend to vessels of friendly powers and that this principle does not extend to enabling such vessels to utilize neutral ports directly for the purpose of hostile operations.

"His Majesty's government have decided that the rule above mentioned is not to be understood as having any application to the case of a belligerent fleet proceeding either to the seat of war or to any position or positions on the line of route with the object of intercepting ships suspicious of carrying contraband of war. Such fleet cannot be permitted to make use in any way of any British ports for the purpose of coaling either directly from the shore or from colliers accompanying the fleet, whether vessels of the fleet present themselves at the port at the same time or successively.

"His Majesty's government further directs that the practice be pursued with reference to single belligerent ships where it is clear that they are proceeding for the purpose of belligerent operations as above defined. This is not to be applied to the case of a vessel putting in on account of actual distress at sea."

A FOOLISH INCIDENT CLOSED.

Washington, Oct. 4.—One of the first results of the return of Secretary Hay to Washington was the closing of the incident growing out of the arrest of Secretary Guerney of the British Embassy, at Lee, Mass. The secretary concluded that entirely too much importance had been given this matter, and as Sir Mortimer Durand, the British ambassador coincided in this view and let the department know that the action of the Massachusetts authorities in remitting the fine and extending an apology was entirely satisfactory to him, the subject was dropped.

UNDESIRABLE IMMIGRANT.

New York, Oct. 4.—James Torrence, 70 years old, a wealthy ranchman of the White river valley, King county, Wash., and his aged wife, were detained among the immigrants on Ellis island Friday, despite the fact that they had almost $100,000 in their possession and pleaded to be allowed to proceed home. Torrence is an Englishman by birth and settled on the coast in 1871. Having made a large fortune, he and his wife went to England last June to visit their old home. When they were ready to return home they were unable to get anything but steerage passage on the steamship they decided to return on.

THE ALASKAN CABLE.

Chief of Signal Service Notifies Opening of New Line.

Washington, Oct. 4.—General Greely has received a despatch from Major Russell, of the signal corps, announcing that the Burnside, which has been engaged in laying a cable from Valdez, Alaska, has opened the eastern cable to commercial business. This completes the Alaskan telegraph system, which has been under construction for the past three years, during which time about 4,000 miles of land lines and submarine cables have been constructed and laid, and it brings the Nome and Behring strait region in direction communication with the United States over an all-American route. This system contains the first submarine cable of American manufacture.

LADYSMITH NOTES.

Interesting Budget of News From the Coal City.

Ladysmith, Oct. 3.—Mr. W. A. Cornwall, local manager of the Bank of Commerce, left yesterday for Nanaimo. From there he goes East to meet his wife and family at Quebec. They will then return to Ladysmith to take up housekeeping in the Williams block on First avenue.

The weekly meeting of the Ladysmith council takes place this evening.

The sudden death of Miss Elizabeth Morgan last Saturday has evoked the sincerest sympathy throughout this city. She only went to the Nanaimo hospital a few days ago, and never survived the operation she underwent on Friday. The funeral arrangements have not as yet been completed.

The Tyee smelter shut down on Saturday last for repairs. Operations will be resumed in about five days.

Mr. Harry Wright, who has been employed at the Tyee smelter since it first started, is away on his holiday. He will spend a few weeks in the Eastern states, thence proceeding across the Atlantic to his home in Ireland. Harry expects to be away about two months. After his well earned rest he will return and again resume his duties at the smelter.

Mr. W. Morrison started moving into his new store in the Williams block this morning.

Rev. R. J. Bowen preached yesterday at the Episcopal church at Chemainus, his place at Ladysmith being taken by the Rev. Baugh Allen.

The party of seamen commanded by Lieut. Nares of H. M. S. Egeria, who have been engaged in surveying in and around Ladysmith harbor for the past six weeks, broke camp today and left on their launch for Mayne island, where they meet the Egeria bound for Esquimalt.

Quite a number of Ladysmith people who have been taking in the Victoria exhibition returned home Saturday evening, the greater part, however, returning last night. Everyone speaks well of the fair.

EPISCOPAL CONFERENCE.

Boston, Oct. 4.—The majority of the bishops and deputies who are to participate in the general conference of the Episcopal church, which convenes tomorrow, have arrived. The Archbishop of Canterbury also arrived today.

The Oil Land Of Flathead Valley

Visit to British Columbia's Newly Opened Petroleum Region.

Pot Holes Discovered Full of Pure Light Colored Amber Liquid.

My last letter brought your readers from Belton, Montana, to the boundary line, a distance of some 55 miles. On account of the configuration of the country it is at present impossible to make the Canadian custom house a convenient starting point to visit all the creeks without crossing the boundary line and thus dodging repeatedly out of and into the province. The water system of the country is like the frond of a fern. While the Flathead river flows in a southerly direction, its tributaries also flow southerly as well as east or west. The consequence is that while Kintla creek, Eader creek, Kish-e-me-nah creek and Sage creek all rise in British Columbia, they all flow into the main stream in Montana. All the trails in the country were originally hunting or trapping trails and follow the streams more or less. The main line of travel is the old Alberta trail, going up Kish-e-me-nah creek, and it strikes one at first as incongruous that the Canadian customs should not be on this trail at all. A road system, however, can be made with great ease and convenience, centering at the Tepee flat, where the custom house is, and no road system can be built on Canadian territory centering anywhere else, so that, after all, the best point for a general focus on the boundary line has been chosen.

It is generally supposed that the Tepee flat will be the centre and distributing point for the British Columbia portion of the oil lands. That supposition is reasonable. I did not look over any country west of the Flathead river. But Mr. J. Fred. Ritchie discovered, and the provincial mineralogist recorded, the existence of the oil shales in which the seepages occur, on Cauldrie creek, west of the Flathead river. I was also informed on authority I could not question that there is an actual seepage of petroleum on the range west of the Flathead on C. P. R. ground. So that it is quite likely that operations will extend west as well as east of the river, in which case the Tepee flat should be the site of a town of some importance. There is an oil claim staked over this land, of course. It has also been pre-empted and staked under the land purchase law, with what idea I cannot say as title to the surface applied for the reserve must still be vested in the crown.

The trail up Sage creek follows up the Flathead river a short distance above the customs house, and then quarters through a thick belt of green lodge pole pine to the valley of Sage, emerging on a wide expanse of burnt country. On the day which I visited Sage creek a slight shower the night before had cleared the air of smoke, and the view of the mountains was exceedingly fine. Away to the northeast was one very sharp and impressive peak, at the base of which occurs that most extraordinary of natural phenomena, the Big Spring of petroleum, while to the southeast could be clearly seen the gap we were to ride through two days later into Alberta.

I was fortunate enough to overtake on this day a party being guided into the mountains by Thomas Jefferson, the original discoverer of the Big Spring, in a literary sense, I believe I am the discoverer of Thomas Jefferson, or "Uncle Jeff," as he is called all through the Flathead country. And if a human character is of more importance than any natural phenomenon, the discovery carries a superior title to fame.

Uncle Jeff is a Missourian and 64 years of age. His inches are about 75, but the longest things about him are his legs, his arms and his beard. On foot he is stoop-shouldered and the stiffness of age makes his movements somewhat ungainly. But he has the finest seat on horseback I ever saw. Once in the saddle he is no longer an old man, but a part of the horse, a centaur. Uncle Jeff was General Miles' chief scout in the Nez Perce Indian war. In a reminiscent mood he is worth listening to. After the war he settled down to beaver trapping on the Flathead river, and it was while thus engaged he discovered the abundant evidences of petroleum. Uncle Jeff's thoughts, however, are not with petroleum. His commercial instincts run in an entirely different direction. A good many years ago he discovered a large seam of coal on the Flathead north of Kalispell. In this property he had a seventh interest and when it was sold to Mr. Tarbet, of Butte, whose estate still owns it, Uncle Jeff received $7,000 as his share. As an investment of this money he started a variety theatre in Kalispell, which broke him in ten months. Of all the incongruous things I ever heard of, Uncle Jeff as an impressario of vaudeville talent was the worst. Of course that experience he retired again to his horses, his dog and his cats, between whom and himself exists an understanding beautiful to witness, and no common tribute to the unspoiled simplicity of his nature. I was extremely anxious to get a photograph of Uncle Jeff and asked him to come and pose in front of a good background. He said, in his indescribable soft Missourian drawl, "Don't you want to take the horse?" There was grief and pleading in his voice. I said at once that I took the horse for granted and that under no circumstances would I dream of omitting the horse from the picture. I think he would like to have insisted upon Tyler, too. But Tyler was busy guarding a rabbit he had killed that morning. Tyler is a nondescript dog. I do not know why he made so much fuss about that rabbit. It was not much of a rabbit, I should think about eight inches long, and skinny to a degree. But he seemed to think everybody in camp had designs upon it. I took no photograph of Tyler, nor do I want one. And I am very glad nobody has a photograph of me stepping sideways when I went too near that rabbit by mistake. Tyler ate his rabbit next morning for breakfast, and I am glad he did. It removed a ground of misunderstanding. I did not want to eat his rabbit, but he did me the injustice of thinking that I did. Apart from this rabbit question, he was a friendly enough dog in a dignified, impersonal way. All I objected to was his method of insisting on the rights of private property.

Uncle Jeff was able to give me authentic and first-hand information as to the medicinal qualities of the Flathead crude petroleum. He tried it once. The way he came to try it was this: He had in his cabin an unfinished quart of beer, which he had corked up and left on his table when he departed on a trip. As he was returning home, he thought often of the drink of beer awaiting him. But, sad to say, somebody had visited his cabin in the meantime, drunk the beer, and substituted for it a partly full beer bottle of crude petroleum, which he also had in his cabin. Uncle Jeff uncorked the bottle, threw back his head and got two swallows of the stinking stuff down before he could check his wild career. He gave me a graphic description of the effects. I imagine they were what a doctor would expect in a patient after an overdose of croton oil. This is the only direct evidence I secured as to the medicinal qualities of East Kootenay petroleum, and as Indian testimony on the subject has been frequently cited, I was glad to get it.

The peak surrounding the Big Spring has, I discovered, no name. I should like to suggest that it be called Mount Jefferson. Then the aged discoverer of this wonderful phenomenon, if he would not say with Horace that he had "raised a monument more durable than brass," could at least have said for him that a monument had been found for him a thousand times more durable than brass. And to any small-minded person who might be jealous of such a tribute to the name of the discoverer of the oil, this overwhelming consideration may be presented, that if such an honor be not due to the discoverer, it is at least due to the man who survived two mouthfuls of the oil.

Uncle Jeff told me that he had observed seepages of oil on Sage creek from two and a half miles below the Big Spring to one mile and a half above it. Most of these seepages, however, are only noticeable at certain seasons of the year, when flood water washes the petroleum out of the earth as it were. There are, however, three main seepages always in evidence. In visiting these I had a good illustration of the old adage: "The more haste the less speed." I and my partner on the trip pushed on to Watts' camp on Sage creek, only to find everything in the shape of horse feed burnt. After skirmishing round for a while, we retraced our steps about a mile and found Jefferson's party comfortably camped on the only, at present, available spot. While we were turning out our horses, making camp and cooking a much-needed meal (8 a. m. to 6 p. m. without food in the mountains makes a man hungry), they went on on foot and visited the lower Sage creek seepage. This occurs in the bed of the creek. The oil accompanied by gas comes up through the fissures in the shale. Very little of it accumulates. It is of a very pale lemon color, with a strong odor, extremely volatile. To all intents and purposes it is a distilled oil. Many people on seeing samples of it have refused to believe any such oil had been found in a natural state. The gas issuing from the rocks along with the oil can be readily ignited. Next morning I visited this seepage. The odor of petroleum is easily discernible at a distance of fifty yards. But it was a cold morning, and cold had the effect of congealing the oil and preventing its flow, so I was only successful in getting a very small sample. After that, in company with the other party and guided by Uncle Jeff, I visited another seepage about three-quarters of a mile farther up the stream. Here were a few small pot holes scooped out in the gravels full of pure light colored amber oil. When I say pure, I mean that it was not floating on water. It did not require to be gathered in a blanket and then wrung out. We dipped it up with an iron spoon, but a cup or even a larger utensil would have been better, only we did not have one, not having expected to get oil in such quantities there. After that we went about a mile back to the base of the mountain, quartering down stream a little to the Big Spring. Fire had burnt all to one side of the seepage, leaving a fringe of green timber on the other side. The fire was still smouldering in the vicinity. The spring lies on a slight peaty knoll within a few feet of a spring of pure water, clear as crystal, and good to drink. We soon collected all the oil which we had room to carry off. The oil there is of a dark amber color, but what we got was discolored apparently from the wood ashes left by the fire. Filtering restored its color.

There is no difficulty whatever in collecting oil samples at the two main seepages on Sage creek. The two parties of us must have taken away about a gallon between us, and we visited the three seepages, walked two and a half miles, collected the oil, returned to camp, brought in our horses, cooked dinner, packed the horses and were in saddle again for the Flathead river by 3 o'clock in the afternoon. That night we camped at the mouth of Sage creek, and next morning after parting company with Uncle Jeff's party, started on the main trail to cross the summit and visit the Alberta wells.

Bringing Much New Business

Additions to Victoria's Ship Repairing Facilities Resulting well.

How the Steamer Arabia Was Treated by Her Japanese Captors.

As intimated in this column some time ago, the opening of the new marine railway and drydock by the Victoria Machinery Depot Company, Limited, is going to bring a greatly increased business to this port. The company are already booking important orders for repairing, painting and cleaning vessels, and it is altogether likely that the new marine railway will have very few idle days. The expeditious manner in which the big barge Oregon was handled, showed vessel owners that here was, right in the middle of the harbor, a drydock that met all requirements. The big steamer Nevadan, which has been placed in Esquimalt drydock because she exceeded the capacity of the new marine railway (3,000 tons) is only the first of a lengthy list of big steamers which will be handled by this enterprising firm from the present date forward. The latest occupant of the marine railway at Point Ellice is the barge John C. Potter, which goes on for a painting. She was hauled up last evening, and will be floated again probably before Monday. The new marine railway and drydock works to perfection.

ARABIA'S ADVENTURES.

Graphic Narrative of Capture of Big Steamer by Japs.

The Portland Oregonian has the following interview with the chief officer of the steamer Arabia:

"It was just about daybreak on July 2 when, about 120 miles from Yokohama near Cape Inoboye, we saw a cloud of smoke on the horizon," said Chief Officer H Metzenthin, of the Portland & Asiatic steamer Arabia, when asked to tell the story of the capture of the vessel by the Russian Vladivostock squadron. "Soon afterwards three Russian men-of-war appeared, coming on at the great velocity of 23 knots an hour. They had the signal hoisted: 'Stop at once,' which we did. Then, coming nearer, the Rossia fired a shot across our bows and hoisted the signal: 'Bring the ship's papers on board.'

"I went on board the Rossia and was escorted to the cabin of Admiral Jessen. After he had asked some questions about the cargo, he looked at the manifest and found that we carried 76 car-bodies and trucks on board. He said that these were contraband and that the ship would have to go to Vladivostock instead of Yokohama and discharge there. He then put a prize crew of three officers and 45 men on board and transferred 15 of our Chinese crew to his ships to make room for his men. The Russians left our officers in command, with our crew to work the ship, but they put a watch everywhere—on the engines, on the bridges and at every entrance—though they did not interfere with the working of the ship.

"They took up first to Korsakowsk, on the island of Sakhalin, to ask by telegraph from Vladivostock if the way there was safe from the Japanese. The answer being 'Yes,' we continued the voyage at 2 o'clock the next morning and went through the Strait of La Perouse, between the islands of Sakhalin and Yezso, over to the Siberian coast, and then steered south to Vladivostock, where we arrived on July 29. A naval pilot took us in safely between the mines.

"Three days later the prize court decided that the Japanese cargo should be confiscated, but that the ship and the Hongkong cargo should go free. The evidence of the officers who took the ship in and of the harbor master was taken and the case was so clear that we thought it unnecessary to employ a lawyer, especially as the ship was to go free. The court left it open for the shippers of the Japanese cargo to claim it afterwards on the ground that it was not contraband, but in the meantime it had to be left at Vladivostock.

"We stayed at Vladivostock four weeks and saw the Russian squadron going out and afterwards saw it coming back from the battle of Tsushima, in which the Burik was sunk and the Rossia and Gromoboi were damaged. These three made a big fight against four large and three small Japanese cruisers and the Burik had her steering gear damaged at the beginning of the battle. The Rossia and Gromoboi had their smokestacks and bulwarks much damaged, also much of their upper works, but the machinery and steering gear were not injured and the commander's tower was not penetrated, nor was the armor. There were 80 dead and 120 wounded on the two vessels. They began repairing immediately on their return. A few days later we sailed for Shanghai, and on arrival there were directed to Japan to take cargo for Portland."

"Did you see anything of the defences of Vladivostock?"

"No; it was not possible to see anything of them, for they are outside the town on the surrounding hills. The town was peaceful, but full of soldiers, and there were few civilians to be seen. The shops were open and trade was going on as usual. It is well provisioned and food is not scarce, though dearer than at other times, but sugar is not abundant and kerosene oil is scarce. Provisions and troops are coming by rail all the time. There was no news of Port Arthur."

"How did the Russians treat you?"

"They were all very gentlemanly and sociable, and like to talk on private matters, but would not talk of the war and expressed no opinion on the outcome."

"And how about the Japanese?"

"They are as confident as ever of winning, but news of the war is very scarce among them."

"Do the Chinese show any sympathy with the Japanese?"

"No, I did not see any signs of it. There are many Chinese in Vladivostock and they are doing very well, and are apparently in sympathy with Russia."

"Are the Russians good sailors?"

"Those who came on board our ship were very fine sailors."

The officers and many of the crew of the Arabia are Germans and evidently are well disposed towards the Russians, although they say nothing to directly indicate which way their sympathies go.

ADVICE TO VOTERS.

New York, Oct. 4.—William Randolph Hearst, president of the National Association of Democratic Clubs, has issued an address to that association urging upon its members "special activity and unfiring energy from now until the closing of the polls."

THE BURNING OF JUNKS.

Japanese Emphatically Deny Destruction of Ammunition by Russians.

Tokio, Oct. 5.—(9 a. m.)—The Japanese report on the Changtan junk incident is in direct contradiction to the Russian version. The Japanese report says that on September 30th, forty or fifty of the enemy's cavalry attempted to burn a number of Chinese junks north of Changtan. Our patrol on both sides of the Hun river, fired on and dispersed the Russians. It is further stated that no Japanese ammunition is being transported on the Hun river, above Changtan. It is believed that the attempted burning of the junks was to prevent the Japanese from utilizing them. A despatch from St. Petersburg on October 1st said that a detachment of Russian cavalry drove the Japanese from the village of Changtan and burned seventeen junks, which were transporting ammunition on the Hun river. The cavalry retired, it was stated, on the appearance of Japanese reinforcements.

PLACERS IN SOUTH EAST KOOTENAY

Wild Horse, Bull River and Perry Creek Show Increased Activity.

There are comparatively few people who realize the extent of placer mining in Southeast Kootenay, says the Fort Steele Prospector. There is the popular idea that placer mining is yet in its infancy, that the future will see a large and continual increase in the yield of placer gold. As a proof of this fact, it is only necessary to note the preparations that are now being made on Bull river and Wild Horse creek, and those that have been completed on Perry creek.

The Perry Creek Hydraulic Mining Company have expended $150,000 in equipping and prospecting its ground. All these are completed and active mining operations commenced.

The Bull River Mining and Power Company at Bull river, have completed a right of way for a big flume, and the construction of a restraining dam has begun.

A sawmill will be installed in a few days with a capacity of 20,000 feet of lumber daily; 200,000 feet of logs are in the yard ready for sawing. All these things have required an expenditure of $30,000 this year. It is the intention of the company to install a large power plan upon the completion of the dam and flume.

Since 1864 the Wild Horse placers have been worked and at present four companies are mining on the creek, new machinery has been ordered for next season and the future yield all over Southeast Kootenay, will prove that there is a large amount of placer ground that will pay to work with modern appliances and give a handsome return on the money invested.

OLD SHIPPING FIRM.

Forced Out of Business by Modern Competition.

After being in the shipping business in San Francisco for over thirty years, the firm of J. Pinet & Co., at one time occupying a prominent position in mercantile circles, has passed out of existence. For the past year the company has been making an effort to get a share of the Tahiti business, but the sailing vessel was unable to compete with the steamer Mariposa, which was in the same trade, says the San Francisco Chronicle.

Years ago this concern had Matthew Turner construct for it a fleet of fast sailing vessels. They did a big business in carrying passengers and freight, and in addition were paid a subsidy by the French government for carrying the mails to Tahiti. But this soon came to an end. The Oceanic Steamship Company had its eye on the lucrative trade, and placing the steamer Mariposa on the run soon obtained the cream of the business. With the advent of the steamer the old concern saw their business gradually dwindling away, and a year ago the only vessel operated by the company was the Tropic Bird. A few months ago that vessel was taken off the trade and is now on a trip to Nome.

The first intimation given that the firm intended to retire from business was when the agents were given notice that the quarters occupied by them would be given up.

BOUNDARY CAMP BRISK.

Montreal & Boston Smelter Blows in Its First Furnace.

A despatch from Greenwood, dated September 28, to the Spokane Spokesman-Review, says: The Montreal & Boston now has every indication of being a great realization. For several weeks work has been progressing on several of its mining properties. Today the smelter blew in one furnace; the second follows soon, while the third will be presently installed. Ore is coming in from the Brooklyn, Stemwinder, Rawhide, Athelstan and Sunset—all the company's holdings. The ores vary in character, and will be shipped in proportions to make a desirable smelting combination and high percentage matte.

A special car carrying a party of 20 prominent directors and stockholders of the company left New York September 23 and arrived here tonight. Mr. Munroe of Montreal has been here several days, cooperating with Manager Pemberton and getting this immense proposition into harmonious working.

The company mined and smelted 75,000 tons of ore in August. Each remaining month this year will show an increase in tonnage. Nothing unforeseen preventing, this district's output for 1904 will crowd the million-ton mark.

General News Of The Province

News of a Rich Placer Find on Old Workings on Horsefly River.

Building Boom at Kamloops—Railway Rivalry In the Boundary.

The Ashcroft Journal in its issue of Saturday last gives much prominence to a despatch from Harper's Camp, in which the statement is made that on September 14th R. Campbell and H. Hermon prospected the ground three-quarters of a mile below the Forks on Horsefly river and took out $28 in thirteen hours' work. Quite a few prospectors were reported to be on the ground. The editor of the Journal adds that the discovery is about fifty miles from Harper's Camp by lake and trail and on the route to Empire and other creeks at the head of Horsefly river, which just two years ago caused a lot of excitement, but proved worthless.

ANOTHER DIVIDEND.

Today—October 1st—the Providence Mining Co., Ltd., owning and operating the Providence mine, near Greenwood, declares its six dividend of 10 cents per share.

More than all other high grade properties combined, the Providence mine advertises the Boundary country to the outside world in the best possible kind of way, by distributing profits among the shareholders. In fact, so frequently have they already been distributed that the residents of the Boundary who put their money into the enterprise at its inception are now "on velvet," as the saying goes. That is, they have received all their money back, and are still getting profits.—Phoenix Pioneer.

ACTIVITY AT KAMLOOPS.

The building trade is having a decided boom here this fall. The merry ring of the hammer is heard from morn till night, and slowly but surely the mechanical work is evidenced in the rearing of the new buildings. On Victoria avenue the addition to the Montreal hotel is assuming proportions, while across the street Mr. Lapointe's new hostelry has the foundation work completed. The new brick block for the Canadian Bank of Commerce has reached the stage where the carpenter takes a hand. Several dwellings are also under construction and altogether Kamloops is experiencing a growing time.—Kamloops Standard.

BOUNTY ON PETROLEUM.

Now that a boom for oil is on in the Flathead valley it is just as well to know that the Dominion government pays 1½ cents a gallon upon all crude petroleum produced in Canada. This is about 60 cents per barrel and of itself gives a handsome profit to the owners of large wells. The oil industry, when fully developed, will equal the importance of the coal and mining industries in Southeast Kootenay.—Fort Steele Prospector.

OUTRAGE ON MINERS.

The men working at the Chapleau mill are wondering what has become of E. Savage, or, to be more exact, they want to know what has become of the gold he took with him and in which they claim an interest as producers. Something like $900 in gold had been the result of the run at the stamp mill from the stuff gathered from the mine dump and along the tramway. The gold was entrusted to Savage to take to Nelson and change into legal tender, and he was to return and give the two men who did all the work their share. That was several weeks ago, and he has not returned yet, nor have they received any word from or trace of Mr. Savage since leaving Nelson.—Slocan Drill.

TRACKLAYING COMMENCED.

Trackiaying on the Great Northern extension was started Thursday morning, by Porter Bros., who have the contract for bridges and steel laying on the construction to Phoenix. The standard Roberts track laying machine is used, a large gang of men being employed in connection with putting down the iron and ties. By tonight, the contractors expect to get to the North Fork bridge on the Granby smelter spur. The bridge itself, with three Howe truss spans, is framed, and will be erected in short order, so that by next week the rails should be laid to the smelter itself. —Phoenix Pioneer.

RAILWAY RIVALRY.

The announcements made by the Boundary Creek Times in recent issues in reference to railway contruction westward are being confirmed by railway officials. Sir Thomas Shaughnessy admitted that his company intended building west, and Great Northern officials who were recently in Vancouver announced that their road would be extended into the Similkameen. The race by the two rival railroad corporations will be watched with interest. The construction of these roads means much to the Similkameen district whose progress has been retarded by lack of transportation facilities. It is a district, however, that will not prove disappointing to the railroad builder. — Boundary Creek Times.

HIGH GRADE GALENA.

Chief Young, manager of the Comaplix Townsite Company, arrived in the city last evening and brought news of another important strike on the Silver Dollar property, owned by the