Fishermen Slay Sea Serpents

Japanese Kill Sea Monsters When Fishing in the Tosa Sea.

Carcases Were taken to Osaka —Human Skeleton Found Inside One.

News was received by the steamer Empress of India of the killing of two great sea serpents—a male and a female—one 48 feet long and the other measuring 39 feet, by the intrepid fishermen of the Japanese coast. Often mariners have told of sighting sea serpents, and their stories have been considered a test of credibility, but it remained for a number of insignificant fishermen of the Kochi prefecture of Japan to prove to the world that the deep really had such strange denizens by their capture. According to Japanese papers received by the Empress of India the remains of the ocean monsters were sent to Osaka, Japan, where they arrived on August 30, and were placed on exhibition. In the carcase of one of the sea-serpents was found the remains of a human being, mute evidence that some unknown person had fallen a victim to the seldom seen serpents of the sea.

The capturers of the sea-serpents live in the Japanese fishing village of Saga Muri, and were engaged in catching buri for the markets in the Coast ports, when their nets became fouled. Some strange and heavy object which fought hard for liberty. The fishermen endeavored to pull the nets shoreward with all their might and main, the crews of numerous small fishing schooners being called to assist. Suddenly a sea-serpent of monstrous size raised its head above the water and bellowed. The noise was strange and wierd, and the fishermen were greatly frightened. Many dropped the lines of the net and rowed hurriedly away, but through the efforts of some of the braver men, the fishermen were induced to give their united aid to the work of dragging the nets shoreward.

The sea-serpent bellowed with rage as it vainly struggled in the meshes of the nets. Its big eyes, with the whites glaring, were enough to frighten the bravest of men, and with the strangeness of the sight—for the sea-serpent—according to the story told by its slayers—continued to bite at the net with its fangs, roar continuously, and with a side movement of its great head, it struck at the net with a horn on its forehead, which was afterwards found to be two feet, two inches in length.

Unable to move the net shoreward despite their united efforts, the fishermen hurried to their several schooners for guns and rifles, and rowing as close as they could, with safety, to the struggling sen-serpent fast in their nets, the Japanese poured bullets into the monster. As they continued firing the sea-serpent lashed the water with its body until some of the small boats were capsized, and their occupants had a struggle to escape drowning. The sea was soon reddened with blood from the wounds of the monster, as the fusillade was continued by the fishermen, and soon the struggles perceptibly weakened, and then the great head sunk down—the sea-serpent was dead.

Shortly after the monster had been killed, another serpent—apparently the female companion of the other—came dashing through the waves towards the now thoroughly frightened Japanese. The serpent, which was seemingly enraged by the slaughter of its companion, dashed towards the boats of the fishermen, who lost no time in escaping to their schooners, from which they continued to pour a fusilade from their rifles and guns at the enraged sea-monster as it lashed to and fro near the vessels. The second serpent was similar in appearance to the first, the head alone of which had been seen until after death, the body floated to the surface. The second serpent had its body arched as it swam about, and offered a better target for the rifles and guns. The Japanese kept up their bombardment until they had also killed the second serpent.

Lines were secured to both of the monsters and the greatly excited fishermen towed their carcases ashore. The people of Saga-mura hurried to the scene in throngs and great excitement prevailed. The carcases were measured and the male was found to be 48 feet long, while the female was 39 feet in length. When the bodies were cut open what proved to be the remains of a human being, evidently swallowed by the serpent, was found in the remains of the female.

Osaka papers say it is believed that the serpents were carried to the Tosa sea by the Kuroshio, which appears to have temporarily incapacitated their movement, while some of the Japanese native papers express their opinion that the recent submarine disturbances off the coast of Japan, the worst of which involved the destruction of one of the Bonin islands with all its people, have resulted in bringing the monsters from the ocean depths. The flesh was removed from the carcases of the sea-serpents and it was salted and taken to Osaka. The carcases were purchased from the fishermen by an Osaka showman, who is having the bones mounted and expert taxidermists are endeavoring to reconstruct the sea-monsters. The herds of the two serpents—the Japanese papers report—weighed 320 "kwame." They have 44 fangs each, the longest of which was seven inches. They also have ears about two feet long and a horn on the forehead two feet two inches in length. The showman who bought the carcases, proposes to take them to Tokio for the inspection of the Japanese Emperor, who has expressed a desire to see them.

DANCING FOR HEALTH.

A Waltz Equals a Half-Mile, and a Ball Equals Thirty Miles.

Dancing is a pastime proper to the seasons unfavorable to outdoor sports, and, apart from its social advantages, it is entitled to regard if only by reason of the muscular exercise which it entails, since it is indispensable to health. A correspondent of the London Medical Press and Circular, who is also an amateur statistician, has taken the trouble to calculate the distance covered by dancers in the course of an evening. He finds that a waltz of average duration represents approximately a run of a thousand yards. This is the longest dance, with the exception of the quadrille, which, with its four figures, covers nearly 1,800 yards. The mazurka is only equivalent to about 900 yards, and the polka to 800, while the lazy pas de quatre is barely 700 yards.

Carrying his statistical ingenuity still further, he estimates that the usual series of dances at an ordinary ball, beginning at 10 p.m. and finishing at 5 a. m., represent no less than 56,000 steps, equivalent to nearly thirty miles on level ground. Admitting that dancers are few in these degenerate days who go conscientiously through the entire list of dances provided for their entertainment, the fact remains that each man (and woman) who does his (or her) duty accomplishes a very respectable amount of exhilirating exercise. The value of exercise from a physiological point of view is greatly enhanced by its exhilirating effects, and this is the reason why the daily "constitutional" fails to yield the health-giving effects of cycling, golf or dancing, the only drawback to the last named being the lack of fresh air and sunlight, which add so materially to the enjoyment and salutory effects of all forms of outdoor exercise.

FIGHTING IN VENEZUELA.

Revolutionists Surprise a Town and Defeat Government Troops.

Caracas, Venezuela, Sept. 13.—The government has published a decree of amnesty in which guarantees are given to all revolutionists who within 40 days lay down their arms. The government explains the decree by saying now that General Matos, leader of the revolution against President Castro, is known to be the accomplice of foreigners, by his promising control of Venezuelan finances to a foreign syndicate, no Venezuelan patriot can longer follow him.

Williamstadt, Island of Curacoa, Sept. 13.—News from Venezuela, which reached here, is to the effect that revolutionists have occupied Rio Chico, in the State of Miranda, 60 miles southeast of Caracas, and are now marching on to Laguayra. A battle also occurred Thursday at Los Teques, about 25 miles southwest of Caracas. The revolutionists surprised the town, killing 60 men of the government force, and wounding 109 with cutlasses. The wounded later were taken to Caracas.

FIREPROOF WOOD AND ITS VALUE

Question Raised as to Whether Material Has the Merit Claimed.

In a late number the Engineering News discusses the fire-proof wood question as follows:

As many of our readers are aware, fire-proof wood—so called, has been adopted and used for decks and other wood finish in a number of the latest United States war vessels. Its use has been made obligatory by law for the finish of buildings erected in New York City exceeding a certain number of stories in height, and its application for these and other purposes has become so extensive during the past few years that a half-dozen or more companies are now manufacturing it.

Now come Mr. Edward Atkinson and Prof. Charles L. Norton, of the Insurance Engineering and Experiment station, and declare in substance that this so-called fire-proof wood is practically worthless, as a measure of fire prevention. If they are right, then a great many thousand dollars are being wasted in the purchase of "so-called fire-proof" wood, and a great mistake was made in compelling the use of this wood in New York City. If they are wrong, then their errors should be pointed out, in order that no obstacle may be put in the way of progress toward better and safer construction.

In the first place Mr. Atkinson says that the term "fire-proof" applied to chemically-treated wood is a misnomer, and tends to mislead informed persons. This is unquestionably correct. There is no such thing as fire-proof wood, and it may be added here that the frequently advertised fire-proof paints should be placed in the same category. The so-called "fire-proofing" of wood consists merely in impregnating it with certain chemicals, which, when heated, somewhat retard the formation of combustible gas from the wood, and also by giving off other gases hinder the ignition of such gas as the wood generates.

Professor Norton says correctly, and his experiments unquestionably show, that fire-proof wood is a good combustible. We have little doubt that careful calorimetric tests would show that treated wood had nearly or quite as great a heating power as the same wood untreated. Nevertheless, it does not follow that the fire-proofing process is valueless. Anthracite coal (when you can get it!) is an excellent combustible; yet its presence does not cause fire risk. Mr. Atkinson's fire insurance company would never object to a hundred tons of anthracite on the premises of a policy-holder, while a similar weight of wood or lumber in proximity to buildings would be a matter for immediate protest.

The mere fact, therefore, that pieces of fire-proof will ignite and burn when sufficiently stimulated by the combustion of newspapers beneath does not prove fire-proof wood to be valueless by any means.

We do not say this to criticise the tests of Messrs. Atkinson and Norton. Their tests were justified by the misleading name which has come to be attached to these wood-treating processes. The manufacturers were to blame when they called their product "fire-proof," and well-knew that it was not fire-proof at all; and they eminently deserve the reproof which they receive in Mr. Atkinson's report. We may note here the further fact pointed out by Mr. Atkinson that the so-called "electric" process of fire-proofing has nothing electric about it. Such a misuse of terms is well calculated to arouse suspicion, and merits severe condemnation.

And now let us see what value may be fairly claimed for fire-proof wood. The tests by Professor Norton and by Mr. Atkinson—as well as numerous other tests which have been made—show that fire-proofed wood is distinctly less inflammable than untreated wood. It is slow to ignite, and when ignited burns with little flame and with a tendency to go out, if outside sources of heat are removed. Messrs. Atkinson and Norton appear to think this quality is of small value. It seems to us, however, that under certain circumstances and conditions this quality may be of very considerable value.

There is no need to tell Mr. Atkinson that the primary purpose in erecting a building is not to see how perfectly proof against fire it can be made. Buildings are erected to give satisfaction to those who are to occupy them, and to make money for their owners. Architects, builders and insurance men have to take the industry as it is.

The public demands—and educated taste sustains its demand—that buildings of first-class construction be finished in natural woods. It will surely reject any of the substitutes for wood, or the "wood encased in metal" which Mr. Atkinson proposes. His suggestion of such substitutes, therefore, amounts to nothing practically as an argument against "fire-proof wood—so-called." The question is whether the additional safeguard which the fire-proofing gives to the wood finish of a building is worth the additional cost, and this question is one fairly open to discussion and to the light of further facts.

Professor Norton, indeed, admits that the use of fire-proofed wood constitutes an additional safeguard against the spread of fire; but he thinks it so slight a safeguard that its use may well be dispensed with. As seen above, however, he attaches little value to the reduced inflammability in the treated wood, and we can but feel that in this respect his position is a mistaken one.

We, ourselves, have always held that the legislation by which the use of this treated wood was made compulsory in certain classes of buildings in New York City was a mistake. We strongly suspect that if the secrets of all hearts were laid bare, this legislation would be found to have originated with the manufacturers of "fire-proof wood—so-called." It is doubtful whether the risk of the spread of the flame in a first-class fire-proof building and the extent to which the work of the firemen would be aided by the presence of treated wood in the finish of the building have yet been sufficiently well established to justify legislation to make the use of such wood compulsory.

Someone once sent to Eugene Field a poem entitled: "Why Do I Live?" Mr. Field sent back the reply: "Because you sent your verse by mail."

"How little we really know about our neighbors, after all," said the young wife musingly.

"Yes," replied her husband, "and how much they seem to know about us."—Judge.

Three Sealers For Cape Horn

Florence M. Smith, Triumph and E. B. Marvin to Be Despatched South.

More Schooners Will Be Sent From Victoria to Japan Next Season.

The Victoria Sealing Company will exploit the sealing grounds off Cape Horn and the Fakland islands, where the schooners Edward Roy and Beatrice L. Corkum despatched, by a syndicate of Victorians from Halifax, made good catches last season. The local company has decided to send at least three of its fleet to the far-away sealing grounds off the southern extremity of this continent. The schooners selected for this cruise are the Florence M. Smith and Triumph, which returned a few days ago from the Japan seas, and the schooner E. B. Marvin. Capt. LeBlanc, who is bound to Nova Scotia on a visit, will command the Smith on his return, and Capt. Ryan will take out the Triumph. This venture was decided upon at a meeting of the Victoria Sealing Company held a few days ago. The success of the two schooners, which a short time ago returned to Halifax—each having over two thousand skins—caused the Victoria company to look towards the sealing grounds off Cape Horn, the Falkland islands and South Shetlands, and the despatch of the three schooners is the result. The schooners will leave port en route to Cape Horn about the beginning of next month, and each vessel will be outfitted for a two-years' cruise, for they will not return to this port prior to that time, if, indeed, they do come back to Victoria. It is quite likely that the three vessels will make their headquarters at Port Stanley, the Falkland Island port from which the Edward Roy and Beatrice L. Corkum shipped part of their catch, and operate from there as long as the business of seal hunting is profitable in that corner of the globe. If they cease to operate it is quite possible that they may be ordered to Halifax from Port Stanley. Therefore the three schooners may be looked upon as leaving this port. The Edward Roy and Beatrice L. Corkum will continue to be operated from Halifax by the syndicates of Victorians which control them, and two other schooners in which Victorians will be interested will be despatched from Halifax, making a fleet of seven vessels all told that will hunt seals off the southern part of this continent. Capt. Robbins, who was on the the Ocean Belle during the spring season off this coast, has reached Halifax from this city to take charge of the Edward Roy, as Capt. Gilbert, who was out on the Edward Roy last season, has become a member of a new syndicate, which has secured another schooner, now outfitting at Halifax, to proceed to Cape Horn and the South Shetlands. Capt. Baker, of this city, has also reached Halifax to take charge of a new vessel, being built at Halifax for the same business. The sealers which are to leave shortly for Cape Horn sealing grounds will each carry a full white crew from Victoria.

Another matter decided at the recent meeting of the sealing company was the despatch of additional schooners to the Japan seas, and it is likely that the fleet to be sent across the Pacific next season will number 10 or 12 schooners, all of which will carry white hunters. Efforts will be made to include good spearmen among the hunters who go to Japan waters, and after the season has concluded there, the schooners will proceed to Behring sea to join the fleet despatched to the Northern sea. The skins landed by the four schooners which have returned from Japan are being made ready for shipment, and they will be forwarded to London within the next few days.

AIDS TO NAVIGATION.

Col. Anderson Confers With Members of the Shipmasters' Association.

By special invitation of Col. Anderson, a deputation from the Victoria Shipmasters' Association met yesterday morning at the office of Marine and Fisheries, to confer with him in regard to the most desirable locations for lights, fog signals, etc. Among those present were Captains John Irving, John G. Cox, W. M. Cox, Thos. Bebbington, Butler, Yates, Owen and others. The deputation was introduced by Capt. Gaudin.

Col. Anderson briefly stated the object of his mission to the Coast, and said that he had just returned from a trip north, which had been devoted to making careful observations all along the coast. With regard to Chatham Sound, he estimated that on account of the difficulties of construction, the erection of a lighthouse on Pointer Rock would cost in the neighborhood of a quarter of a million dollars. It was, in his opinion, the right location for the light, but as the sum required to construct it would absorb several years' appropriations, its construction was out of the question at the present time. He would therefore recommend a light, either on Green, Gray or Burney islands, as might hereafter be determined upon.

With reference to Queen Charlotte's Sound, he thought that Pine Island or Cuteni Point, on Malcolm Island, to be the most desirable locations. As to Ladysmith harbor, several points had been suggested. He was of the opinion that two lights, one on the Wreck and the other on Codin Island would serve that locality best.

Some discussion took place as to the best points for a light for the Sidney Spit district. Dock Island and Denman wharf had been suggested to him as available locations. Other points nearer home also came under discussion, about which further investigation had yet to be made. The Colonel expressed his pleasure at having met the deputation, and obtained their views and assured them that the department would do its best with the means at its disposal to safeguard the maritime interests of this Coast. After thanking the Colonel for the couteous invitation and hearing what had been awarded them, the deputation withdrew.

THOSE LIGHTHOUSES.

Information Was Furnished the Colonist By Col. Anderson—Tenders Invited.

The Times said last evening: "None of the five lighthouses which the Colonist states this morning are to be established have been definitely decided on, at least so far as Capt. Gaudin, the local agent of Marine and Fisheries, is aware."

The facts published in the Colonist were furnished by Col. Anderson, superintendent of the Marine and Fisheries Department, of which Capt. Gaudin is the local agent. The exact spot on which they are to be erected, of course, will not be known until a minute survey has been made, but according to Col. Anderson there are to be lighthouses in the places mentioned in the Colonist, in fact the department is already calling for tenders for one of them, that on Merry Island, in the Straits of Georgia. It is to be a combined lighthouse and keeper's residence, constructed of wood. Tenders will be received up to September 30. Col. Anderson also assured the Shipmasters' association, whom he met yesterday, that lighthouses would be erected in the places given in these columns yesterday.

RIOJUN MARU.

Damaged by Collision and Will Be Delayed To Make Repairs.

The steamer Riojun Maru, of the Nippon Yusen Kaisha line, which was to have sailed from Yokohama for this port on Tuesday last, has been delayed as a result of her stranding off the China Coast. The steamer has been badly damaged, and according to cable advices received by the local offices of the company, it has not yet been decided, whether she will make this voyage, as the repairs necessary to the vessel will involve some time. The local agents have been instructed that she will not be able to sail outward on October 7, as was scheduled, and no passengers or business is being taken for that date. The steamer Kaga Maru is now at Seattle, and she will sail for the Orient from the Outer docks on September 23. The steamer Tacoma, of the Northern Pacific line is due on Saturday next from the Orient. The Shinano Maru, of the N. Y. K. line arrived at Yokohama on Friday from this port. The Glenogle, of the Northern Pacific line, arrived at Hongkong from here the day previous.

FROM SAN FRANCISCO.

Cable Layers Arrange With Oceanic Line to Call at Fanning.

The Pacific Construction & Maintenance company, owners of the steamer Colonia, now at Esquimalt, and who are laying the Pacific cable for the governments of the Colonies interested, have made arrangements with the Oceanic Steamship company of San Francisco to have all its steamers call at Fanning Island en route from Australia on their northbound trips, to land mails and supplies at the cable station on this island, which lies in four degrees north. It is considered strange that the arrangement was not made with the Canadian-Australian line, rather than the American line, but the recent action seems to be in keeping with previous actions of the Pacific Construction & Maintenance company in this connection, for instead of sending the supplies and material and men to build the structures on Fanning island from either Canada or New Zealand, or Australia, the Colonies which are paying so much towards the construction of the long cable, they despatched them in two American ships, chartered at San Francisco and sailing from San Francisco, with supplies and materials purchased at the American port.

ABANDONS SERVICE.

Pacific Steam Navigation Company Discontinues Northern Run.

The Pacific Steam Navigation company will not continue their line to Victoria and Vancouver as was reported some time ago, for they have decided to discontinue their service north of Panama. The steamers have been going to San Francisco from Valparaiso. The San Francisco Chronicle says that a cablegram received from Liverpool, the headquarters of the company, contains the bare announcement that on September 10 the northern terminus of the line would be Panama. In January, 1901, in conjunction with the Compania Sud-Americana de Vapores, a Chilean line, the company inaugurated a service connecting Valparaiso with this city, touching at all the principal intermediate ports, and up to the present time has called regularly here. A few weeks ago, however, the Chilean steamers abandoned the route, making Central America their Northern terminus, and now the British corporation follows in their footsteps.

RUSH OF FREIGHT.

No Damage of Blockade at White Horse.

Advices from the North to the local offices of the White Pass & Yukon railroad indicate that all danger of a freight blockade at White Horse at the close of the present shipping season on the upper ment of freight northward during the past few days has relieved whatever embarrassment was felt, and it is probable the northern lines will be able to deliver all consignments to Dawson in plenty of time.

A significant feature, however, of the Northern traffic arrangemets is that the White Pass & Yukon is not accepting any contracts to deliver freight at Dawson. The company is granting bills of lading to White Horse, and in the event it is possible to handle the traffic at that point the shipments are sent through. This plan was adopted to protect the road against a sudden close of navigation on the upper river.

The annual fall rush in and out of the Yukon district has not yet materialized, but it is expected within a few days passenger traffic, both north and southbound, will be very heavy. Passenger rates are being sustained, and will probably hold up until the close of the season.

C. P. R. REPORT.

Result of Operations For the Past Year.

The financial results of the operation of the Canadian Pacific railway for the year ending June 30, 1902, have been known for some time. They showed gross traffic earnings of $37,503,053, compared with $30,855,203, in the preceding twelve months. The gross working expenses were $23,417,141, compared with $18,745,828, and the net earnings $14,085,912, compared with $12,109,375 in 1900-1901. There was an addition to the track operated during the year of 200 miles, and the system now includes 10,623 miles of line, of which 8,646 is managed directly by the company, and 1,977 miles is controled. The number of tons of freight moved was 8,760,934 in 1902, and 7,155,513 in 1901; the passengers carried numbered 4,796,746 in 1902, and $4,337,799 in 1901. The growth in earnings was not in proportion to the growth in work done. The tendency to lower rates that shows itself even in years of great traffic is evident in the statement that while in 1891 the average rate for carrying a passenger a mile was 1.93 cents, last year it was only 1.75 cents. Similarly the rate per ton per mile for carrying freight declined from 0.83 cents to 0.79 cents. The company had also to meet the conditions created by a rising market for labor and all its products the effect of which is noted in an increase in the working expenses from 60.75 per cent of the gross earnings to 62.44 per cent. The close of the year left the company with a cash surplus on revenue account of $7,709,913, which is only one of the satisfactory features of its financial position. During the twelve months $1,401,000 of 5 per cent land grant bonds were redeemed out of receipts from land sales, and since the date of the report the revenues from this source have been sufficient to provide for the redemption of the last of these obligations bearing 5 per cent interest. The sale of stock has provided for the improvements carried out, and under way, and the position of the company is such that any financial transactions its development schemes call for can be carried through on favorable terms. The value of its properties is put at $310,504,240, aside from over 18,000,000 acres of land it owns, and its capital obligations are only about $232,000,000. There is no railroad property in America that, in this respect, makes a better showing, and it may be added there is none with better prospects before it.

It is now said that the German customs authorities require certificates of origin in the case of American grain, because they are afraid of Americans mixing Canadian grain with their own, and thus defeating their purpose of "retaliating" against Canada for the British preference. This is retaliation gone mad, but it does not particularly concern this country. The German customs officials will have a lot of extra trouble, and that is about all. If we wanted to play the game of retaliation we could shut out nearly $11,000,000 of German imports, while Germany buys less than $1,300,000 of our products.—Toronto Globe.

The situation is now this: Mr. Tarte takes a clear and decided stand on the tariff policy. For months he has been announcing his policy without any contradiction from his colleagues. Fearing, however, that this policy might seem too radical in the West, Mr. Sifton comes out with an interview in which he tries to create the impression that Mr. Tarte does not represent the views the government intends to put into effect. He says Mr. Tarte speaks for himself and not for the government. In answer Mr. Tarte says Mr. Sifton is speaking for himself in just the same way. Here we have two ministers appearing to differ and each charging the other with speaking for himself alone. This is opera bouffe politics. On the question of the tariff the government cannot disagree and stand. It is time the farce was ended, as it is only a surprise raiser in any case.—Winnipeg Telegram.

Dynomene in Two Typhoons

Sailing Ship Buffeted by Heavy Storms in the China Seas.

Lyderhorn Was In the Same Typhoon—Alta, Province and Aberfoyle Arrive.

The British ship Dynomene, Capt. Snodder, arrived in the Royal Roads on Sunday night from Hongkong, after a passage of 45 days. The Dynomene arrived off Cape Flattery four days ago, but was delayed outside by the smoke from the forest fires, which are burning throughout many sections of the northwest coast. Capt. Snodder reports that when his vessel was picked up by the tug Lorne, which towed her to port, he sighted quite a fleet of sailing vessels off the entrance to the Straits, one of which may be the ship Lyderhorn, which left Hongkong on the same day as the Dynomene. The Dynomene has had an eventful voyage, two typhoons having buffetted her since she left the Chinese port. The first typhoon was encountered when two days out from the Chinese port. On the 2nd of August a heavy storm blew from the westward with terrific velocity, and the ship was caught in a heavy confused sea while hove to under bare sticks. None of her upper works was carried away by the force of the wind, but three huge seas which almost caused the ship to turn turtle, smashed her port boat and rail, and carried away everything that was moveable from the flooded decks. The ship was thrown on her beam ends by the force of the seas, and the rail and bulwarks were carried away, and the deck houses flooded. The seas washed right over the top of her houses and carried away the hawser reel from the top of the house. Eight days later another typhoon was encountered when the ship was in the Bashee channel. For 36 hours the typhoon raged, but the seas were not as heavy as during the former storm, as there was a heavy confused sea continued to buffet the vessel all day. The damage resulting from the second typhoon was not very serious. Just before the first typhoon started to blow the Dynomene was in company with the ship Lyderhorn, which left Hongkong in company with her bound to this port, and Capt. Snodder was anxious to hear from the Lyderhorn to see how she weathered the big typhoon. The Dynomene, being clean, for she was in the dock for some time at Hongkong, was able to sail faster than the other ship, which, as will be remembered, was one of last year's salmon carriers. The Dynomene was docked at Hongkong as a result of a fire which damaged her to the extent of $10,000 when she was lying there with a cargo of cement that brought from Cardiff for the warships on the China station. The fire occurred on the 19th of June last, starting in the stores in the after part of the vessel and spreading to the cargo. The decks of the ship were burned through, and much of the shell plating destroyed, as well as other damage done to the extent of $10,000. Repairs were effected at Hongkong before the ship sailed on her present voyage. The Dynomene, which is one of the same line of vessels as the Lansdowne and Eulomene, which have already visited this port, is seeking. She is lying in the Royal Roads awaiting orders. The ship Allonby, which has been lying in the Royal Roads has been chartered to load at Tacoma, and the tug Lorne towed her to Port Townsend yesterday en route there. The British ship Celtic Chief has completed discharging at the Outer docks, and the tug Lorne will tow her to Vancouver this morning. The ship Sam Skolfield II., which has been tied up for some months at Port Townsend, has been chartered to load lumber at Chemainus, and she will be towed to the milling port this week. The ship Albania has completed loading lumber at Vancouver, and will be towed to sea en route to Queensboro on Thursday.

FOR WEST COAST.

Queen City Carries Large Amount of Freight To Quatsino.

Steamer Queen City, Capt. Townsend, sailed for West Coast ports last night. Ordinarily she would have made Ahousett her destination, but the amount of freight offering for the Quatsino Sound mines necessitated her going to that Northern Sound with passengers and freight for the Yreka and Copper Mountain camps. She also had a consignment of supplies for Kyuquot. The freight for Yreka included 50,000 feet of lumber, which was loaded on Sunday at Sayward's mills, and there was also some machinery and supplies for the tramway employees who are building an aerial tramway at the Yreka mine. The passengers included N. S. Clarke, superintendent of the Yreka mine; A. S. Gwin and 20 miners. There was also a fair amount of freight for Alberni, Barnfield creek and Clayoquot.

LINDENHALL COMING.

Sugar Steamer Resumes Her Voyage From Japan.

The sugar steamer Lindenhall sailed from Nagasaki, where she has been repairing, on Saturday, en route to Vancouver. The Lindenhall sailed from Java on July 25, with a cargo of 5,600 tons of raw sugar for Vancouver, and on the 14th of August, while in the vicinity of Nagasaki, she stranded on a submerged rock, receiving injuries which necessitated her being discharged and placed in dry dock for repairs. When she was docked at Nagasaki it was found that her injuries were of a very serious nature. A portion of her keel was gone and several plates were so badly torn and bent that they had to be replaced.

OVERDUES.

Reinsurance Kept Down on Claverdon and Scottish Hills.

Cablegrams to M. A. Newell & Co., of San Francisco, from London, say that the underwriters of the English capital believe that the British ship Claverdon so long overdue at this port from Hamburg is safe and will arrive. They think, however, that 30 per cent. is rather a low rate to offer for reinsurance, notwithstanding the steadiness of the market. Nothing is known against the vessel, and her master has the reputation of being a skillful and careful man.

Two hundred and five days is a very long time for a vessel to be out, yet there is the possibility that the Claverdon may have run into continuous bad weather off the Horn and finally made to the eastward to come here around Good Hope.

Another overdue that English underwriters seem to think well of is the British ship Scottish Hills of Port Pirie. They continue to hold her down to 15 per cent. without apparent reason. However, as the days grow since she was last heard from, the portion of her deckload of lumber which drifted ashore on the Vancouver Island coast, grows in importance as an indication that she met some mishap soon after leaving the Sound.

FLEET OF SAILERS.

Three Ships, Alta, Province and Aberfoyle Reach Port.

There were a fleet of arrivals from the deep sea yesterday, some of the ships having been off the coast for several days unable to make port on account of the smoky shroud which obscured the entrance to the Straits. Following close behind the British ship Dynomene, the Chilian ship Alta, Capt. Thonagen, arrived after a passage of 47 days in ballast. Then came the British ship Province, Capt. Jones, from Valparaiso, after a fair passage, and the other arrival was the British ship Aberfoyle, which comes from San Diego in ballast to load a cargo of salmon for Liverpool. The Aberfoyle went from Newcastle to San Diego with coal and her master leaving her there, she remained in port until the arrival of Capt. Tate, who took charge of her. The Alta and Province are both chartered to load lumber. The three vessels report that there were quite a fleet of vessels behind them. The operator at Carmanah reports that there are four schooners, three barks and a four-masted barkentine in the Straits.

THE DOLPHIN.

Arrives From North With a Hundred Passengers.

Vancouver, B. C., Sept. 15.—(Special.)—The steamer Dolphin arrived this afternoon from Skagway with over 100 passengers and considerable gold. She passed the Cottage City, which appeared resting easily and a gang of men were engaged in patching her up.

A novel case has just been decided by the Canadian courts. A citizen of Toronto Junction had the misfortune to lose his wife, and being too poor to give her a suitable funeral, he asked the town authorities to assume the expenses of interment, which they decided to do. After the burial the undertaker sent in his bill to the municipality, and then the husband remembered that the undertaker had for a long time owed him some money. He therefore entered his claim and attached the amount due for his wife's funeral. Judgment has finally been given in his favor.—Brantford Courier.

GIVING THANKS FOR HARVEST

Annual Thanksgiving Services Held at Metropolitan Church.

The annual harvest services were held at the Metropolitan Methodist church on Sunday, the church being resplendently decorated with the fruits of the soil for the occasion. The sacred edifice, which was well filled at each service, was very prettily garbed with fruits, vegetables, grain, etc. The many pillars were entwined with floral decorations, with clusters of vegetables and grain standing out prominently, and the pulpit was artistically panelled with fruit, and the top profusely adorned with flowers, while the communion rail, and the organ—and in fact every vantage point—was garbed in the fruits of the harvest.

Rev. T. W. Wright, a recent arrival from the East and now stationed at Sidney, conducted the services. He chose for the subject of his evening sermon, "The Spiritual Harvest," his text being taken from the 4th chapter of the book of John. "Lift up your eyes and look on the fields, for they are white already to harvest." He said that every season, and more particularly the harvest season, was worthy of close observation, and Christ in his teachings, drew many lessons from the fruitful harvest time. The sermon was divided into four parts, the first dealing with the greatness of the harvest field in which the spiritual worker toiled, the second, the importance of the work; third, the need of laborers, and lastly, the certainty of the reaping. Eloquently the reverend gentleman, dealt with his subject, coupling the earthly harvesting with that in the spiritual world, and portraying the importance of the work of the labor in God's vineyard and of the Christianization of the world by the willing workers.

During the services solos and a duet were rendered by Mr. A. T. Goward, and Mrs. Hicks. Two anthems—both well chosen—were sung by the choir.

A little boy once climbed a tree
And sat upon a limb,
But while he whistled merrily,
The branch broke under him.
He fell a dozen feet before
His head hit on the clay;
He yelled that he would climb no more,
But tried again next day.
A maiden who was fair to see
Loved one who gently wooed,
But, being married, presently,
She found him cold and rude.
One day he died; she drew some sighs
Of glad relief, and then
Looked in another's tender eyes
And married the lucky man.
—S. E. Kiser in Chicago Record-Herald.

KASLO ORE SHIPMENTS.

Shipments For Past Week Smaller Than Usual.

Kaslo, Sept. 13.—(Special)—The tonnage of ore shipped the past week through this port was as follows:

Ruth, 84 tons.
American Boy, 41 tons.
Sunset, 20 tons.
Rambler, 110 tons.
Antoine, 20 tons.
Bismarck, 20 tons.
Whitewater, 43 tons.
Total, 338 tons.

STAMP MILL FOR GOLDFIELDS.

New Camp on Fish River Building Up Rapidly.

H. Z. Brock, manager of the Northwestern Development Syndicate, who are operating the big free gold ore mines at Goldfields, was in the city on Saturday, and passed through the customs three cars of machinery for Goldfields. The machinery included the 10-stamp mill and a car containing the cable and buckets for the aerial tramway. Mr. Brock expects to have the mill erected and the tramway in operation by the 1st of November next. Men are being steadily added to the payroll of the camp and the prospects for a prosperous winter at Goldfields is assured. Lots for business and residential purposes in the new town are being bought up rapidly. The Northwestern Development Syndicate have acquired a half interest in Goldfields, and are erecting several cottages in the town for the men to be employed on their properties. Mr. Brock is now in Nelson and will return to Goldfields about the end of the week.

The customs duty on the above machinery was about $2,000.—Revelstoke Herald.

MOTHER LODE HAS A SURPRISE.

New Quarry on Top of Hill Opens Pretty Ore.

The new quarry lately opened on the top of the hill at the Mother Lode, Greenwood, is proving a surprise. At the surface the blue and green carbonates of copper are among the prettiest yet seen in the camp, and the ore below so far as blasted out is more freely mineralized with copper than in the main quarry, lower down the hill. A few cars of this ore have been sent to the smelter, and it is the intention to further develop this part of the property, which appears to be well worth while extensively opening up. The output of the mine from the main quarry one day lately was close on to 1,000 tons, which is above the average daily production at present, but it served to show what the mine is capable of producing should the smelter capacity be increased sufficiently to require the larger production.

MINING NOTES.

Twenty men will be employed all winter on the Blue Jay mine, Smith creek, Revelstoke district.

The Portland Mining company are now down over 100 feet on their property, Bate Bros., who have been doing the work were preparing to commence crosscutting at the 100-foot level in the week. The ore taken out in sinking the shaft is said to run between 12 and 15 per cent copper.—Similkameen Star.

Ore shipments from Slocan for last week were 120 tons, viz: 60 tons from the Arlington and 60 from the Enterprise.

The Enterprise mine, on Ten Mile creek, Slocan, is about to instal an Elmore process plant.

Placer gold has been discovered on Fish creek, a tributary of Little Bull river, 12 miles south of Fort Steele. About three miles has been located during the past week. The extent of the deposit has not been determined, but prospecting at the present time indicates that there are several miles of rich gold-bearing gravel that will average from three to five cents a pan.

Empress in Port From the Orient

White Liner Brings Contingent of Artillerymen From China Stations.

Pilot Gives Latest News of the Cottage City—Scottish Hills Safe.

(From Wednesday's Daily.)

The steamer Empress of India, Capt. Marshall, reached port yesterday morning from the Orient. She brought 55 saloon passengers, 14 intermediates, and 248 Chinese steerage, of whom 61 debarked at the Outer wharf. The passenger list also included Capt. R. E. Tilney, and 138 non-commissioned officers and men of the Royal Horse Artillery, who have been in the garrisons of Shanghai, Tientsin, Shan-hai-kwan and Pekin, and, being now time-expired men, they are en route home. The cargo of the steamer was a light one, 861 tons weight and 2,202 tons measurement, and 2,056 packages of silk. The India was caught in the outer sweep of the typhoon which caused the Riojun Maru to go ashore, but was undamaged by the storm. The typhoon was preceded by a stifling hot wave. The steamer was overhauled at Kowloon dock while at Hongkong, the first overhaul she has received since February. The passenger list included the usual number of tourists and Eastern residents, but was lacking in notabilities.

The detachment of Royal Horse Artillery debarked from the white liner at the Outer wharf. There was no band present to meet them, but an officer of the Royal Garrison Artillery and Dr. E. C. Hart, surgeon major of the Garrison, were present to welcome them on behalf of the local forces, and a number of the soldiers from Work Point came over in their large boats to welcome their comrades in arms. The force was formed up on the wharf and marched thence, via Government street and the usual route to Work Point, where the troops are to remain quartered during their stay here. It has not been decided when they will continue their journey to Montreal, from which point they are to sail for home by the Tunisian of the Allan line. The contingent includes a number of men who saw service in South Africa. They expect to get their medals for the China campaign on arrival in England.

FROM COTTAGE CITY.

Tug Pilot Was Alongside the Stranded Vessel—She Will Be Floated.

Tug Pilot returned from the North yesterday morning with the hulk Richard III. in tow, laden with concentrates for Tacoma. The tug Pilot was alongside the wrecked steamer Cottage City seven hours after the Alaskan liner of the P. C. S. S. company struck on the point of Etolin island, and Capt. Cutler sent a boat ashore to ask Capt. Wallace if assistance was required. Capt. Wallace replied negatively, the steamer Spokane had already been there. Capt. Cutler reports that the stranded steamer is resting easily on the rock, but she is hard and fast. She is well up on the rocks with her bow high up and her stern under water at high tide. The hull from the stem to the bridge is resting on the bottom. When the tug passed the Cottage City again on the 12th, when en route down, all the bedding, etc., had been taken ashore. Two lines had been passed out to shore points to hold the steamer in position as the tide rose and fell. The vessel seemed to be in practically the same position, and, according to Capt. Cutler's opinion the salvage crew which has been despatched North, will in all probability be successful in floating the vessel. The Pilot has made a fast passage. She left Comox bound North on the 5th, and reaching here yesterday morning she has been ten days on the round trip, bringing down a heavy tow.

THE LINDENHALL.

Details of the Accident to Her Received by China Mail.

The sugar steamer Lindenhall is not bound direct to Vancouver from Nagasaki. When she sailed thence on Saturday she proceeded to Shimonoseki to load her 5,500 tons of sugar, which she discharged there. Japanese papers received yesterday by the Empress of India give the following particulars of the grounding of the sugar steamer. The Lindenhall, from Hongkong for Kobe, went