FISHERIES AND WHALE PRODUCTS WILL BENEFIT

Reciprocity Will Develop One of British Columbia's Greatest Assets, and Transfer Its Profits Into Canadian Hands.

A statement showing clearly how handicapped the producers of whale oil and other fish oils in Canada are in competing with the American companies at the markets in the States owing to the high duty charged on these products crossing the line, and how, providing the reciprocity agreement is passed, British Columbia can be made the greatest fishing country in the world, are the features of an interview given a Times' representative this morning by the directors of the Canadian North Pacific Fisheries Company.

The directors of this great whaling concern are in the best position to make statements regarding the fishing industry. They see that unless the duty is removed it is impossible to have the fisheries of this province developed to any extent, as all products must find their principal market in the States. With nearly $24 as the duty charged on a ton of oil entering the States from Canada it can be seen what disadvantages are confronting the fishing men of this country. Speaking of the matter the directors said:

"There is a great amount of fish oil produced in British Columbia and also on the Atlantic seaboard. In connection with this province, there are a number of establishments on the Queen Charlotte Islands producing dog-fish oil, plants on the Fraser and Skeena rivers producing salmon oil, and other plants producing oil from herring and other fish. There is an enormous amount of whale oil produced in British Columbia, where the largest whale fisheries in the world are conducted.

"These different species of oil find their principal market in the United States, and have to compete with the American products coming from Alaska and other points. At present the American producers have a benefit over those in Canada, especially those in British Columbia. There is now a duty of eight cents per gallon charged by the United States, and as there are 298 gallons in a ton, there is a duty of nearly $24 collected on every ton going into the States. These statistics are taken from the reliable records of the Canadian North Pacific Fisheries Company. The amount of these fish-oils produced in British Columbia waters each year is over 12,000 tons, and the duty to be paid on that quantity of oil entering the States totals the enormous sum of $280,000.

"These $280,000 can be kept in Canada if the reciprocity treaty goes through. This figure does not include the duty collected off the cod oil and cod liver oil which is exported from the Maritime Provinces into the United States. We consider that the amount of duty paid on the eastern products crossing the line would be $200,000, thereby making a total of $480,000, which goes to the United States government each year.

"These figures show the enormous difficulties under which the Canadian producers of fish oil and whale oil labor; how hard it is to compete with the producers of similar oils in the States. American producers have an advantage of $24 per ton over the Canadian producers. Should the reciprocity agreement pass there is no shadow of a doubt the production of fish oils, including whale oil, would be materially increased in Canada. There is an enormous amount of dog-fish in British Columbia waters, which as all know yields a large amount of oil, but as the product has to be shipped to the States to find a market it does not pay to produce the oil on any large scale owing to the duty.

"The development of a large industry of dog-fish oil would be of the greatest benefit to this country, not by the production of the oil itself but by the effect it would have on the preservation of food fish on this coast. It is known that the dog-fish is the greatest destroyer of food fish on this coast. It is also known that fishermen engaging in halibut and cod fishing have had to stop operations many times because every hook is taken by a dog-fish.

"Should we be able to take fish-oil into the States free of duty we would be placed on the same basis as the American producers and better able to compete with them. Large establishments for the manufacturing of the dog-fish into oil and fertilizer would spring up all along the coast. The supply of these fish is at present inexhaustible, and Canada would derive from such an industry, first the valuable oil and fertilizer and secondly the means of helping to protect the food fish on this coast.

"The Canadian North Pacific Fisheries Company own eleven steamers and have chartered two or three others and operate four whaling stations. If it was not for the high duty we would have started a good many stations for the manufacturing of dog-fish oil. The cost of supplying the present fleet and stations is $50,000 per month, and if we could add dog-fisheries to our present industry that amount would nearly be doubled. But at present we cannot compete with the American producers of the same oil. There are more dog-fish in British Columbia waters, as all fishermen know, than in any other part of the world, and we could establish many plants for the production of oil and fertilizer if we were not hampered by the duty on oils entering the United States.

"British Columbia has the best fishing grounds in the world and we believe there is room for 200,000 fishermen, which estimate is not too high, as the little Island of Newfoundland has 40,000 men. As long as we have the high duty to meet, however, we cannot hope to have the fisheries developed. It the industry could be properly developed British Columbia would be the greatest fishing country in the world, and this industry would overshadow and other industry in the province, bar none."

LOCAL NEWS

—A practice of the J. B. A. A. Rugby players will be held at Oak Bay on Saturday afternoon.

—Thos. Hewitt, who lives at 1830 Davie street, showed more than ordinary pluck and daring in stopping a runaway near the Phoenix Brewery on Government street Monday afternoon. As the horse, pulling a light express wagon came near him, Hewitt sprang forward, seized the bridle rein and brought the frightened animal to a sto pagainst the boarding opposite the Brewery.

—J. O. Stinson has opened a real estate office in the Sayward building. The Fairfield Real Estate office which has always been a good paying business will be open as usual as a branch office. Mr. Stinson has associated with him in the new arrangement M. R. Pearse, an eastern business man of large experience.

—"The Toys Awake," a spectacular play, will be presented on October 4 for to raise funds for the furnishing of the new Y. M. C. A. building. The play is to be given under the auspices of the Ladies Aid to the Y. M. C. A. and the parts will be taken by about two hundred young people and children of the city. Rehearsals are being held daily in the auditorium of the Y. M. C. A.

—Ashael Smith, Ladner, is consulting officials of the department of Agriculture in connection with the exhibit which is to be sent from this province to compete for the Stilwell Trophy at the great Industrial Fair which is to be held in the Madison Square Gardens, New York. Mr. Smith is to have charge of the collection and preparation of the exhibit for the Provincial Government.

—A well attended meeting of the W. M. S. of Metropolitan, was held Monday afternoon in the League room. Considerable business was done. A pleasing feature being one of the number being made a life member, by one of the members of the Society. An interesting programme on the initian week was presented by the members. The third Monday in October will be the Rally Day when the executive hope to see as many of the new members as can to be there.

—A number of small children belonging to the local Salvation Army are engaged in the work of collecting funds towards the annual Harvest Festival of the Army. The total receipts from the Festival will be devoted to the poor of the Dominion, and to helping poor Citadels. The children received collecting cards last Sunday and during the week are holding up every person they can. The cards will be returned next Sunday. Last winter, during a self denial campaign organized on a basis similar to the present collecting scheme, the sum of $100 was raised by the children. Special meetings will be held in the local citadel on Sunday and Monday by Major Phillips, Vancouver.

—Meetings are being held daily by the staff of the Y. M. C. A. to fill in the many details of the programme for opening week, which begins on the 24th. The entry forms for the Canadian amateur swimming championships, which will be held here on October 23, have been issued. They may be had on application at the Y. M. C. A. office.

Miss Mary Carlisle, a well known portrait painter, England, who has painted a portraits of several members of the Royal Family, including the late Queen Victoria, is a visitor in this city, and is giving an exhbton n the Alexandra ballroom, Wednesday, Thursday and Frday afternoons. Miss Carlisle has a world-wide reputation as a painter, and there is no doubt that many will take advantage of this opportunity to see some of her work.

—When returning to their homes after a visit to friends Monday about 10 o'clock, A. Lindsay and his companion, who would not divulge his name, were held up near the end of Douglas street by three thugs. Although the desperadoes had practically surrounded them, Mr. Lindsay and his friend made a dash for liberty and thanks to their fleetness of foot were able to outdistance the highwaymen without losing any of their personal effects. The police are conducting a vigorous search for the men who attempted to relieve Mr. Lindsay and his friend of their valuables.

—Building permits were issued on Monday by the building inspector to Thomas R. Cusack for a two storey brick structure on Courtenay street to be used for a printing establishment to cost $10,000; to E. Knapton, alterations to dwelling on Queen's road, $350; to Dunford & Sons, two dwellings on Meritt street, $1,200 each; J. H. Hall, dwelling on Harbinger street, $3,700; to C. Harris, dwelling on Beta street, $1,800; to the Victoria School Board, one storey brick manual training centre, at the George Jay school, $3,000; to Thomas Fraser, dwelling on Burnside road, $2,900; to F. Rollins, dwelling on Fisguard street, $1,900; to H. Harkness, four frame dwellings on Wilson street, $5,000; to S. L. Tudon, dwelling on Forbes street, $1,500; to S. A. Jones, dwelling on Forbes street, $1,500.

ERUPTION OF MT. ETNA.

Catania, Sept. 19.—Prof. Ponte, the volcano expert of Catania University, says the present eruption of Mount Etna is five times greater than that of 1910, and that more lava has been thrown out in six days than during 26 days of the disturbance a year ago. The volume of lava emitted is not increasing.

PLAN TO BUY LABOR TEMPLE.

New Westminster, Sept. 18.—At the last meeting of the Trades and Labor Council the Labor Temple committee reported that negotiations were in progress for acquiring a building of their own. The council proposes forming a joint stock company to sell shares in any property it may acquire to the various unions and to individual members.

The financial secretary, H. Kundson, brought up the question of amusements for the coming winter, and it was decided to lead off with a smoker, a committee being appointed to make arrangements. A dance will be probably given later on in the season. It was pointed out that the 700 members in organized labor in this city should be in a position to hold some very successful social functions.

FORMER U. S. SENATOR DEAD.

Washington, D.C., Sept. 19.—Former United States Senator Thomas H. Carter, of Montana, for years a notable and picturesque character in politics, died at his home on Sunday. He was 57 years old.

EXCELLENT TRIP FROM ANTIPODES

PASSENGERS ON MAKURA ENTERTAINED BY SOUSA

Celebrated Band Gives Many Concerts During Passage—Robbery Occurs Aboard

Splendid weather was encountered throughout the trip from Sydney to this port by the Canadian-Australian liner Makura, Capt. Gibb, which arrived at the outer dock early on Tuesday. The steamship struck no heavy weather and the passengers were enabled to indulge in the usual deck games. During the trip several excellent concerts were held and at all of these Sousa's band, which has just completed a tour of the Antipodes, assisted in making the evening's entertainment a success. One evening, the band gave a concert in the form of a minstrel show and, needless to say, it was greatly enjoyed.

The Makura just completed her "13" voyage from Sydney, but strange nothing characteristic of the number occurred during the trip across the Pacific. She had the finest passage from the Antipodes she has ever experienced, and also had aboard one of the best crowd of passengers that has ever come across on her. Nearly everyone had some musical talent and the programmes for the concerts were of great credit to the passengers.

One unpleasant thing which occurred during the trip was stealing of four instruments belonging to Paul Senno, of Sousa's band, and a small amount of jewelry from some of the passengers. When the vessel tied up at the outer wharf detectives boarded the ship and commenced a search for the articles. Most of the jewelry stolen was recovered before the vessel reached port, having been discovered in the hold. Two stowaways were caught aboard the vessel and it is thought that they might know something about the case.

Among the passengers who left the Makura at this port were the following: Fidst class—Misses M. Rye, Okerbloom (2), M. L. Jamieson, E. V. Root, N. Zedeler; Mesdames Okerbloom, Reibloom; Messrs. L. Rye, F. Conley, L. Jackson, G. W. Alder, J. A. Okerbloom, W. M. Findley, A. L. Griswold, E. Mix, E. G. Clarke, C. H. Smith, J. E. Fleming, J. P. Cooke, R. McCoriston, E. S. Reibold, Master D. Stanley. Second class—Misses M. K. Lees, Young (2), E. Freiderch, Scott (2). Messrs, A. E. Storch, M. O. Lyon, S. R. Milhouse, W. H. Welte, M. F. Haynes, W. Lowe, J. G. Perfectto, P. Lephilibert, W. H. Culley, J. Narritt, A. J. Garing, J. Cerar, W. G. Collins, H. Baldwin, G. Lucas, W. E. Laender, J. S. Lomas, C. J. Russell, G. Ahlborn, R. Corey, J. Spindler, A. Berry, A. E. Gadley, S. Eckstein, A. Kunze, C. R. Livingston, J. L. Marthage, A. Helleberg, E. A. Williams, O. Modess, H. Freeman, E. A. Wall, B. Vereecken, W. H. Decker, H. Hand, I. Davis, G. C. Gay, J. J. Lawnham, J. Kapralet, A. E. Knecht, S. Lawton, C. Schroeder, R. Magnand, F. A. Snow, W. J. Robinson, G. C. Kampe. Third class—Misses L. Harrison, Hansen; Mesdames Imhof and five children, Hansen and three children, L. Fitz, C. Kessing; Messrs. A. Lewis, A. Kloske, A. Lind, R. Deffebach, F. Imhof, J. T. Higgins, Saidum.

At this port the steamship discharged about one hundred tons of freight, including the following: Fifteen barrels cocoanut oil, 495 carcases frozen mutton, 60 cases preserved meats, 24 cases euc. oil, 47 cases honey, 15 crates pineapples.

After spending about four hours here the Makura proceeded to Vancouver, for which port she has an equal number of passengers and a good cargo of freight.

RAILWAY STRIKE IN IRELAND.

Dublin, Sept. 19.—The general strike declared Sunday night on the Great Southern and Western railroad is spreading over three great systems, the Great Southern, the Midland Great Western and the Great Northern. All were affected yesterday and the services generally were demoralized.

Some of the main lines were being operated in charge of apprentices and clerks.

The strikers hurled stones at trains and tried to shoot a signalman who refused to leave his box.

DAY'S COUNSEL SNAPS AT WITNESS

LAWYER EXPLODES IN ELECTRIC SITUATION

Bullock's Signature on Voter's Application in Evidence—Fails to Recognize It

(From Tuesday's Daily.)

Evidence for the prosecution in the case against John Day, the Esquimalt hotelkeeper who is charged with receiving stolen goods from the Esquimalt navy yard, was completed this morning after John C. Newbury, collector of customs, and a boatman named L. P. Hansen, and witnesses called at the preliminary hearing had been heard. Stuart Henderson was arguing for a dismissal without calling evidence for the defence when the court adjourned for lunch.

While the collector of customs was being cross-examined this morning Stuart Henderson became annoyed and accused witness of telling an untruth when Mr. Newbury said a seizure had been made against Day. Mr. Newbury retaliated, whereupon Mr. Henderson told the witness to "shut up."

Judge Lampman intervened, correcting Mr. Henderson and advising him to refrain from discourtesy to the witness. Mr. Newbury's evidence did not occupy long and was a repetition of that given by him in the police court preliminary hearing. He told of the seizure and of the $1,000 bond lodged with the customs by accused.

New evidence was brought in by the witness Louis Peter Hansen, a boatman employed by F. W. Buck, Esquimalt. Witness told of having made three boat trips; taking stores from Day's house on two occasions and once from the Shearwater dock to the Victoria Machinery Depot in September last. The work had been done by night, and the cost of the boat hire had been charged to Day on two accasions and once to the depot. Witness was not able to identify the exhibits in court as those he had taken.

Mr. Newbury's examination by Mr. Henderson was filled with "sparks" from the time Mr. Henderson said to witness he was saying what was not true. Mr. Newbury said that the lawyer was adopting the same manner and bullying tone he had displayed in the collector's office before the police prosecution started and while the customs bond was being paid.

This drew a remark from Mr. Henderson, when Mr. Newbury replied, "Well, you started it," and Mr. Henderson angrily exclaimed, "Oh, shut up." Collector Newbury said the time for forfeiting the $1,000 bond put up by Day was overdue, but an extension had been given by the department, he believed, owing to the present trial.

Stuart Henderson's argument for a dismissal was based on the plea that if Day is guilty of anything he is guilty of a joint theft with Reid, the crown witness. This view Mr. Henderson based on the assumption that Reid's evidence would first have to be believed. It was unsupported and he did not hold it of value. Day could not be convicted of receiving.

He claimed the paint and candles were ordinary goods of trade, and did not bear the marks required by the navy laws of Canada and England. He discredited the evidence of Bullock, but Judge Lampman said he considered there was some of it that would have to receive consideration.

Judge Lampman raised a laugh when Commander Vivian in identifying the navy candle boxes in court was reading the lettering on them. His honor noticed a faint chalk inscription on the side of one box and asked Commander Vivian what it was. A close inspection resulted in Commander Vivian deciphering "Who is your father" on the box. Commander Vivian intimated that the inscription was not regular in the navy, and that it had been put there since he last saw the box. His evidence was in other respects similar to that given by him at the preliminary hearing.

Frederick Bullock, who gave the information on which the navy yard prosecutions are based, was examined yesterday afternoon and gave evidence similar to that given by him at the preliminary hearing and in cross-examination, having sworn in answer to Stuart Henderson, counsel for accused, that he is an American citizen, was faced with an affidavit sworn to before Harvey Combe, registrar of voters, and bearing his signature. Bullock said he could not say how his name became written on the application and would neither deny or affirm that it was his signature. Furthermore he refused to write his name for purposes of comparison with the signature on the registration application. His name is on the voters' list as a result of the application, which is dated March 28, 1908.

An effort to connect Bullock with one Alfred Bullock, who was sentenced to 2 years in Toronto for forgery of a cheque for $300, failed. Bullock denied he was the same man or that he was in the Kingston penitentiary as "Prisoner X954." He had never been in Toronto for more than three months at one time, and was not expelled from the Masonic order on account of the alleged offence.

Witness said Day had visited him at his home in connection with the information witness had given in connection with the charges against Spratt and Houston, and said Day had urged him to call off a suit he had started through his lawyer. Bullock had telephoned his lawyer in Day's presence and had bluffed Day by not answering the 'phone call until the receiver at the other end had been hung up. Bullock had then carried on a dummy conversation which he said had deceived Day.

The cross-examination of Chief Carpenter's Mate Benjamin Reid was continued by Mr. Henderson. Reid said he had made the confession at Scotland Yard and had asked for protection. Chief Inspector Collins had been sent with witness to Victoria as witness said he feared the men on the defence in the navy yard prosecutions.

Stewart Williams, auctioneer; Chas. Jno. Savage, bookkeeper at the Victoria Machinery Depot; Detective Ezra Carlow, Provincial Constable Dennis George Cox, George Henshaw and Reginald Etheridge, W. P. Winsby, customs appraiser; Peter Shandley, of the customs department, and Provincial Constable Dunwoddy, gave similar evidence to that given by them at the preliminary hearing.

TRAFFIC DISORGANIZED.

Strike on Three Principal Railways in Ireland.

Dublin, Sept. 19.—There was no improvement to-day in the situation resulting from the strike declared originally on the Great Southern & Western railway and which is extending over the Great Northern and the Midland Great Western, thus affecting the three lines of railroad communication in Ireland. Traffic generally was disarranged, the service rendered being very poor. The executives of the Amalgamated Society of Railway Servants were in session to-day considering the whole situation.

Forty Scottish strikebreakers arrived this morning and met a hostile reception from the strikers, who attempted to stampede them. Police routed the attacking party.

A party of strikebreakers from Manchester was met by strike pickets, who persuaded most of the newcomers not to go to work.

FIND GREAT GLACIERS IN THE ROCKIES

Some Mountaineers Slght Peak Which Appeared to Be Higher Than Mount Robson

Edmonton, Alta., Sept. 19.—After two months spent in the Rockies the celebrated mountaineers, Dr. N. Collie and A. L. Mumon of London, England, have returned to Edmonton. Their explorations led them into hitherto untravelled regions northwest of Mount Robson. In some places the forests were so impenetrable that a way had to be cut through. They made several discoveries. In one place they came across two great glaciers as large or larger than any known to exist in the Rockies, and sighted a towering peak that had the appearance of being even higher than Mount Robson. One of the glaciers was forty to fifty miles in length and seven or eight miles in width of striking formation.

OFFICIALS CONFER.

Lincoln, Neb., Sept. 19.—The international conference of labor commissioners and factory inspectors of the United States and Canada opened its annual meeting here yesterday. About 30 states and Canadian provinces are represented.

ROYALIST LEADERS PLAN MASSACRE

Portuguese Government Takes Steps to Frustrate Plot of Monarchists

Lisbon, Sept. 19 (via the Frontier).—The recent monarchist conspiracy unearthed at Vienna do Castello appears to have been more serious than was reported. A great part of the troops and many civilians were implicated. The conspiracy reached as far as Braga and Oporto. It was planned to start a rising of the people of Vienna do Castello, Braga and Oporto, and massacre the garrisons in those cities the moment the Royalists crossed the frontier. The leaders of the movement were confident that such action within the country would demoralize the Republican troops on the frontier and thus make easy the conquest of the north by the Royalists.

The government has been advised of the plot and is making efforts to arrest all those implicated.

Latest advices from the frontier say that in view of the instructions issued by the Spanish government, the Monarchist plotters have abandoned Galicia and are preparing to enter Portugal.

They will proceed across the border without arms and have arranged with bands of smugglers to bring into Portugal all their armaments and all supplies and store them in caves in the mountains. The Royalist plan to pass the frontier at night singly or in groups—thus concealing their numbers. They expect to re-assemble on a date fixed by Captain Coucierre, the Royalist leader.

The government hopes to prevent the re-assembling of the Monarchists within the Republic by dispatching the Republican troops now concentrated at strategical points on the frontier as flying columns to disperse the revolutionists before they are able to unite at one point.

The latter count upon the inhabitants of the north to hide and defend them.

IMPROVED SERVICE

Hon. William Templeman has received the following telegram from the Postmaster-General:

"Have increased mail service for Comox-Cumberland, Union Bay, Sandwich and Courtenay from four to five trips per week. The additional trip by Union S. S. Company steamer leaving Vancouver Thursdays."

ELECTRIFICATION OF RAILWAY SYSTEMS

Thomas A. Edison Leads Van in Promise of Modern Battery Invention

A revolution in vehicular traffic which is said will rapidly accelerate the electrification of railways; reorganize the tramway systems to the extinction of the trolly, the third rail, and the central power house, providing each car with a power house on its own wheels; solve the problem of lighting in mines, and do many other marvellous things, is suggested by the last and by no means the least of Mr. Thos. Edison's inventions. These are a few of the possibilities of the new storage battery which the American inventor has given to the world after concentrating upon it the unremitting industry of ten of the best years of his life. Exaggerated reports have been published throughout this period of the impossibility of his task, varied with premature reports of its success. But it is only within the past six months that Mr. Edison has sealed his long labor with the conviction that he has perfected his invention. The new storage battery, after an elaborate private testing period of three years, has at last become in America the property of the general public, and at the electrical exhibition which will be opened at Olympia on the 23rd of this month England will have its first chance of seeing for itself at close range the incredible little marvel which is the latest evidence of the unconquerable advance of electric power.

It is only because the storage battery has been backward, said Mr. Edison's active assistants to a London Standard representative, that electricity has not superseded all other forms of lighting and motive power to-day. People hear of the vast force harnessed at last by the ingenuity of man with perfectly stupendous possibilities for its employment; and they cannot understand why it has not been more generally applied to the purposes of traffic. With a cleaner, cheaper, safer, and simpler method at hand, whose vast store of working power has been repeatedly demonstrated, why are all the old-fashioned dirt, delay, and danger still allowed to prevail? The answer is very simple. It is that not until now has electricity for all its wonders been portable. You cannot carry it with you as you can petrol, or coal, or any other potential motive power. Huge power stations are necessary from which the magic force radiates over wires and through rails to its destination. Electrification without this vital centre of reserve power to which every lamp or car which draws on it shall be rigidly and intricately connected has so far been extremely limited, the electric limousine being practically the only exception. Thus the uses to which electricity can be put have been very seriously curtailed. The individual store of power was what was lacking; electricity so flexibly adapted to modern demands that people could carry it about with them like petrol.

The old lead storage battery, of course, has been of little use in this connection. It paid for its independence by being very heavy, very wasteful, and though big and clumsy easily put out of repair. All its variations have failed to attain a respectable place in competition with petrol. In fact, thousands of merchants who tried it because of the magic of the name electricity abandoned it in favor of this modest coal oil, because the latter was found to be cheaper and more reliable in the long run.

This was the situation as Mr. Edison found it. Now he claims that the battery with which he rescues electricity from its evil reputation will undoubtedly go down to posterity as one of his really great inventions. It is the first electric battery of any importance made which is entirely constructed of metal. The container, the cover, and both plates are constructed of nickelled steel, while the electrolyte, or the fluid contents of the cell, is so simple a compound as weak potash solution in distilled water, originally being added, however, by the addition of a dash of lithia. It is infinitely superior to the lead battery in every way. It weighs one-half as much as its clumsy predecessor, occupies from five-eighths to seven-eighths as much space, and has about the same initial power, which, however, actually increases with use, while that of the lead battery steadily decreases and wears out in a year. The new battery lasts practically for ever, there being nothing either to rust or corrode in its composition, and it is immune from breakage on account of its special corrugated steel container. It has no acid like the lead cell, and is covered, so that there can be no dangerous spills. It is the only battery yet designed which will resist vibration. It can be filled and doctored by the merest amateur, as its electric filler registers the proper amount by ringing a bell. Finally, the bold claim is made that there is no waste when it is standing idle, and, unlike the lead battery, it is not spoiled if it is allowed to run out.

The revolution which this storage battery will make in the uses of electricity is no matter of mere speculation, but of obvious scientific possibility. In the first place it may to a considerable extent reorganize the traffic of the streets. It is stated, for instance, that the "independent" tramcar could run, so far as cost is concerned, a distance of 100 miles on a little more than a shilling's worth of current. The only care that would have to be taken of the battery would be the occasional refilling of the container with clean water; only once every eight months would the batteries have to be recharged with the potash solution. One of the many other uses to which this marvellous portable battery will serve, especially on street tramway services and on an electric railway service, will be to reduce the dependence of each individual car on the power house to the minimum. This will be of great advantage during a strike, as the big supply station will no longer offer a strategic opportunity to paralyze the whole service.

The increased cheapness, the durability, and the safety of the new device are also expected to add much stimulus to an early electrification of the railways. This has already begun in America on the Pennsylvania lines near New York, where electric locomotives meet trains bound for the American metropolis about twenty miles from that city, replace the steam engine, and pull the train into a smokeless marble station. Another extensive railway use of the steel battery will probably be its employment on the huge baggage trucks which have to pass from one side of a station to the other. Instead of pushing this huge truck laboriously along through the crowd a railwayman would merely turn a lever from a seat on the front of the truck and it would roll along of its own accord.

So far as lighting goes, when the self-contained motor gets under way there should not be an ignition wire above ground. Every house would be equipped with its own supply, a likelihood which will surely be welcomed by people who live out in the country, where power stations are few and far between. But the most important use in lighting that is immediately suggested is the incalculable value it should prove in the mining industry. The great disaster at Pretoria pit last December, where over 300 men lost their lives, is popularly supposed to have been caused by crossed wires. Electricity, even with wires, is a vast improvement over the miners' lamps, which have been the cause of so many fatal accidents. But an electric system without wires should practically solve the problem of lighting in mines for ever. The conventional dry battery, so far the only portable electric device which will produce a light of convenient proportions, is soon exhausted and almost useless to recharge, while the steel cell, while slightly heavier, will produce current enough for many a miner's eight-hour day.

So the story could go on of the imperfect mechanisms of our time that are to be improved and made more complicatedly adequate to the maze of demands now made on them by means of Edison's latest excursion into inventive science.

LOST IN WOODS FOR THREE DAYS

Forced to Spend Nights Without Shelter—Subsists on Wild Berries

Prince Rupert, Sept. 19.—To be lost in the woods of Graham Island without food or shelter for three days and two nights, was the experience of Mr. White, a seventy-year-old retired carriage-maker from Vancouver. Mr. White, who has had a longing to spend his declining days by the seaside, went to Graham Island a few weeks ago to look for a small pre-emption for himself and wife. He started out for a little walk inland following a survey line. He lost the line and could not pick it up again. At night he built a fire and slept. Next day he set out again, but only succeeded after a day's march in getting back to the remnant of the previous night's fire. Again next day and the succeeding night he walked about vainly trying to find his way out. He could hear shots and shouts of the searchers and the sound of the breakers on the shore, but could not find any path out. At last on the third day he found the trail to Cape Fife, where he was picked up by a settler.

During the whole time Mr. White subsisted on wild berries and is little the worse for his adventure. He is still firmly decided to spend the remainder of his days with his wife on Graham Island.

—At last night's special meeting the School Board, Architect Watkins was instructed to issue a call for tenders for the new high school, the time limit being September 30. The matter of several school sites submitted was considered, and the Board was divided on two propositions: (1) to offer $[illegible]000 for lot 16 and two-thirds of lot 15 on Cecilia road. (2) To offer $[illegible] for lot 16 only. The chairman cast his vote in favor of the latter proposition. The secretary was instructed to call for tenders for 200 cords of first growth fir.

—A letter was received at the office of the Vancouver Island Development League, sent by Clinton L. Oliver to the Victoria Chamber of Commerce. Mr. Oliver is general manager and secretary of the Denver apple show, and made the proposition that literature descriptive of this country from an agricultural standpoint particularly be sent him for distribution. The secretary of the league will write to find out what facilities there are at the Denver show for spreading literature, and will in other ways inquire into the nature of the offer. If the local Fruit Growers' Association is sending any exhibit the league will probably co-operate with them, send booklets for distribution from their booth.

CITY ENGINEERSHIP.

J. W. Astley, Winnipeg, Here Conferring With Mayor Morley.

J. W. Astley, the gentleman who was offered the position of construction engineer here last spring, is in the city and has held several conferences with Mayor Morley re the city engineership.

It was noted in this paper at the time that although the Victoria offer was $4,000 a year, it was announced in the Winnipeg papers $5,000, and on the strength of it Mr. Astley was given $5,000 by the board of control to stay.

According to recent statistics, something over $[illegible]0,000,000 per annum is estimated to have been spent in Europe by American tourists in the last few years. This year the figure will be well over $100,000,000.

Most of the fish found at the greatest depths of the sea are completely blind, possessing peculiarly sensitive bodies by means of which they are enabled to feel their way about over the naked surface of rock.