The Colonist.

MONDAY, MAY 8, 1899.

THE EIGHT-HOUR LAW.

The government have decided upon the enforcement of the eight-hour law as applied to workers underground in metalliferous mines, and the next Gazette will contain a notice thereof, to take effect on June 12. We earnestly hope that the mine owners will be able to so adjust matters with their employees as to avoid any interruption of work.

MR. MARTIN AND MR. LUDGATE.

In its usual innocent and unsuspecting way the Colonist accepted Mr. Ludgate's statement that Attorney-General Martin "has never been—strictly speaking—his solicitor, inasmuch as he has never received any fee," and might have remained serene in the contemplation of Mr. Martin's generosity in thus lending his great mind to the elucidation of Mr. Ludgate's difficulty without fee or reward or the hope thereof, if it had not been awakened from its dream by happening to see the following letter in the report of the Vancouver city council:

Vancouver, B. C., May 1, 1899.

A. St. G. Hamersley, Esq., Barrister, City, re lease of Deadman's Island:

Dear Sir,—Mr. Theodore Ludgate has handed us your communication of the 29th ultimo, and in reply we may say that Mr. Ludgate declines to further negotiate with your city council as at present constituted. Yours truly,

MARTIN & DEACON.

In Henderson's Vancouver Directory for 1899 appears the following on page 649:

Martin, Hon. Jos., Q. C., M. P. P., Attorney-General for B. C., of Martin & Deacon, room 7, McKinnon Building, Vancouver Hotel.

We submit that here at least is prima facie evidence that Attorney-General Martin is a member of the firm of Martin & Deacon, and that on May 1st the firm of Martin & Deacon were acting as solicitors for Mr. Ludgate. It is quite probable that they have not yet been paid for any services rendered in that behalf, but it would not be difficult to find a number of solicitors who would be willing to act for Mr. Ludgate and not render any bill until the services were ended. We are not prepared to suggest that Mr. Ludgate was drawing a distinction between a payment made to Mr. Deacon of the firm of Martin & Deacon, and one made to Mr. Martin of the same firm.

If the public find it difficult to reconcile the above facts with Mr. Ludgate's statement "that he has received advice freely from Mr. Martin, but has spoken to several other lawyers in precisely the same way," they will be in exactly the same position as the Colonist is. The undisputed and indisputable fact remains that on May 1st Mr. Ludgate was being advised by Attorney-General Martin, and that Mr. Martin's law firm were acting in the capacity of Mr. Ludgate's solicitors. We claim that this relationship is inconsistent with Mr. Martin's position as Attorney-General, and that in spite of everything that can be alleged to the contrary, or any more or less attenuated explanations that may be put forward, the government will be advised in regard to Mr. Ludgate's application for a lease of Deadman's Island by a gentleman who until three days ago was Mr. Ludgate's solicitor in the very same business.

There are certain newspapers which think such a state of things to be none of the public's business, and that it is insolent on the part of a paper to draw attention to it. Indeed the Times of this city thinks that it would be quite proper for Mr. Martin to kick out of his presence the man who ventured to ask him on behalf of the public on May 2nd if he proposed to continue to act as Mr. Ludgate's solicitor, seeing that the provincial government, of which he is a member, had become a party to the dispute. The public will readily admit that the Colonist's conception of its duty in the premises was the correct one.

We draw attention to another aspect of this matter. On May 1st, Mr. Skinner, timber commissioner, took possession of Deadman's Island under direction of the Chief Commissioner of Lands and Works. On that day, which it will be observed was that on which the Martin & Deacon letter was written to the Vancouver city council, the Colonist representative at Vancouver called upon Mr. Ludgate, who said to him for publication: "I heard from Attorney-General Martin to-day. He is still my counsel." It seems hardly necessary to say anything more. The case of the Colonist is proven beyond the ghost of a doubt, namely that Mr. Martin's position as a private practitioner has brought him into collision with his duties as the chief adviser of the crown in this province.

THE ANGLO-RUSSIAN AGREEMENT.

Only an outline of the Anglo-Russian agreement in regard to China has been given to the public, but sufficient has been told to show it to be of very great importance. In a general way the understanding is that Russia will not seek to acquire any concession in the valley of the Yang-Tse-Kiang and that Great Britain will abstain from intruding into northern China. There is no definite agreement as to the dividing line between the two spheres of influence. The motive of Russia in coming to such an arrangement is said to be in order to secure the co-operation of British capital in the completion of the Siberian railway and the development of her great Asiatic dominions. The tremendous magnitude of the domestic problems of Russia is admitted to have had great influence in determining her present foreign policy. So influential a person as Baron De Witte, the Russian chancellor, is quoted as saying that his country must look to British markets for customers for her surplus. It is undoubtedly a great gain to the Czar's government to have a guarantee from Great Britain, which will permit the carrying out in its entirety of the Siberian railway project, and this necessarily includes the occupation of a portion of northern China.

We are naturally more interested in the aspect of the agreement relating to British interests. The Yang-Tse-Kiang is one of the great rivers of the world. It is upwards of 3,000 miles in length from its source in the mountains of central Asia to its mouth at the opening of the Yellow Sea. One writer has said: "If regard be had to its tributaries and to the cities to which its waters give access, to the richness of the soil and the variety of products along its banks, and above all to the vast population scattered far and wide over the valleys, plains and hillsides drained by it and its confluents, the Yang-Tse has no equal on the globe." Several of its tributaries are themselves more than 1,000 miles long. The Yang-Tse is navigable by large vessels to 900 miles from the sea and by smaller craft for at least 600 miles further. On the upper reaches of the river there are long navigable stretches as there are also many of its tributaries. In fact the navigable waters of the Yang-Tse system must be measured by thousands of miles. The area of the basin which may be regarded as included in the British sphere of influence is about 548,000 square miles.

The Yang-Tse valley extends in one place to within about 250 miles of British Burma, a fact of extreme importance, because it renders possible the opening of direct communication with British India. The Burma-Yunnan railway was projected with the object of tapping the interior of China from India and now that British control of the Yang-Tse valley is not likely to be disputed, we may expect to see the connection established, which means that the opening of China will proceed from the rear as well as from the front.

We have said that the limits of the respective spheres of influence of the two countries has not been defined; but examination of the map of China shows that such a definition is hardly necessary? Russia has no present interests below the Hoang-Ho, the great river of northern China, and moreover any attempt to make such a definition would be an interference with Chinese sovereignty, with which Great Britain would have nothing to do.

PASSING COMMENT.

Speaking of the report of the Minister of Mines, the Seattle Times says the printing was done by Richard Wolfenden and is a credit to the publisher. It certainly is, but the Seattle paper must not run away with the idea that Col. Wolfenden runs a publishing house.

The Cascade Record says that judging from the tone of many of the provincial government's late supporters "it is not giving that sweeping and general satisfaction that was predicted of it." The Record is quite right, but what else was to be expected of such a combination? Take the eight-hour law for example. No administration in so short a period ever made so many and so great blunders of policy as that of Mr. Semlin.

The Columbian says that the relations of the Colonist and Globe are those of father and son. It is said to be a wise child that knows its own father, and we suppose it must also be a wise father that knows his own son. If the Colonist is father to the Globe, it does not know it. But speaking seriously, the Colonist has nothing whatever to do with the Globe except that it sets the type for it and prints the paper, and it will do the same for the Columbian, if a good commercial agreement to that effect can be made. The Colonist does a general publishing business at prices and in a style which cannot be surpassed.

The Province and the Westminster Sun are discussing to some extent what part Sir John Macdonald's personality played in maintaining the supremacy of the Conservative party. That is a point which always must remain a matter of opinion. Our view of the matter is that Sir John's great strength with the public lay in his being identified in the popular mind with the national idea and the progress of the country, and that his strong personality enabled him to succeed in harmonizing differences between politicians, which would have overthrown an ordinary man. He was a remarkable compound of the statesman and politician. The talents which he possessed would have made him successful in the politics of any country.

The Nelson Miner says that Canadians still drift in hundreds and thousands to the United States. This is true, although the drift is not so great as it used to be. The cause is beyond the reach of legislation. It is the same as leads the people of rural communities to seek the cities. It is well known to all observers that the cities do not replenish the supply of young men at a rate equal to the demand. New blood must be provided to take the place of that which becomes impoverished by the various influences of city life. A portion of the supply needed by the large cities of the Eastern States is drawn from the nearby Canadian communities. This will always be the case, as it always has been since means of communication between the two countries became easy and cheap. Doubtless the development of the Northwest and British Columbia and the general prosperity of the country have temporarily reduced this movement, but we have no faith in its being ever wholly arrested. On the contrary we expect it to continue and to be offset in large measure by immigration into Canada from the United States.

Some one having asked Rudyard Kipling how the word "Chanty" is pronounced, he replied that superior people pronounced it with the same sound to the "ch" as is given it in "chant," but that people who know what they are talking about call it "shanty." Kipling is right according to usage, although the dictionaries give both pronounciations. But we do not think the dictionaries are right even as to the definition of the word. They spell it in both ways. They say it means a song with a rollicking chorus sung by sailors. Perhaps it does, but it also means one of the long ballads which are sung in lumber camps in the East. It is in fact a descriptive song. Some of the shanties of the lumbermen are full of pathos, and have a wierd melody fitting the words. And you must not say "shaunty," but just plain "shanty."

The Colonist is informed that Messrs. Dodwell & Co. are using every effort to secure a steamer to take the place of the Kingston. It may be well to mention that this firm is one of the leading shipping houses in the world, and has a deserved reputation for excellent management. While the Colonist has voiced public impatience at the present service, it is only fair to say that the loss of the City of Kingston was something that could not be foreseen, and good steamers are not lying idle on this coast nowadays. The George E. Starr has been lately inspected both by the Canadian and United States officers and is certified as safe. Messrs. Dodwell & Co. are not in a position to say yet how long this steamer will be kept on the run.

We fear the Seattle syndicate of aliens, who are going to sue the Canadian government for $15,000,000 for excluding them from Atlin, will have more damages when they are done than they have suffered already, but the damage will be to their pockets and not assessable against the Canadian government. The despatch on the subject omits to say where the action will be brought. We suggest that the municipal court of Seattle would be an appropriate tribunal, or perhaps some justice of the peace out at Lake Washington would take the matter up.

Some interesting facts were developed yesterday in the railway committee of the House of Commons in regard to the Columbia Western line which the C. P. R. is building. We learn that the company proposes to exchange the land grant for the $4,000 per mile subsidy, as provided by the act of 1898 passed by the provincial legislature; also that legislation of a retroactive character will be introduced enabling the government to deal with the location of railway terminals.

The statement made in regard to the supply of medicine for the Indians, as found in the report of the proceedings of the Methodist conference, is a charming illustration of how not to do it. The noble Siwash must get well on the remedies prescribed a quarter of a century ago, or die. What business has the Siwash to be progressive in his medical requirements? The next thing we know he will be having appendicitis.

A steel trust with a capital of something like $700,000,000 is said to be in process of organization. The organization of such a trust is one thing. Its successful management is quite another. These great trusts are likely to fall to pieces from sheer unwieldiness. When the collopse comes, the business panic will surpass anything the world has ever seen.

A Washington despatch says there is much irritation on the part of the United States government because the Canadian government insists that matters on the border between Alaska and Canada are not in a critical condition. Neither are they. The alleged critical condition exists solely in the minds of sundry romancing news correspondents.

Every one will be glad to learn that the delegation which interviewed Sir Wilfrid Laurier on behalf of the V. V. & E. railway had a favorable reception. Let us hope that they have not been deceived by the acknowledged sauvity of the Premier.

A correspondent of the Times thinks that a number of Victoria merchants would do well to secure a fast boat for the northern trade. The idea is a good one. The fastest boat, other things being at all equal, will get the bulk of the trade.

TO AMUSE VANCOUVER.

The Merry Minstrels Are Now "En Route"—A Return Engagement Discussed.

By the steamer Charmer this morning the members of the Young Ladies' Jubilee Minstrel company, under the management of Mrs. H. Dallas Helmcken, went over to the Mainland, where they are to play to-night and to-morrow, visiting Westminster on Saturday. It is learned that both Victoria performances were an eminent success financially as well as artistically, and it is not too much to anticipate equal success over the water, where a brand new list of local jests will be utilized.

A request has been made for a return appearance at the Victoria, but it is not yet known whether or not the ladies will a third time brave the footlights under their burnt cork disguises. It's an old actor's saying that the hardest thing in the world for a woman, young or old, to do is to assume the jester's cap and bells—to put on any character that will decrease her personal attractiveness, and endeavor to make herself grotesque or ridiculous for the entertainment of the public.

For this reason all the more credit is due to the young ladies of the Victoria company now en route, for their very clever performances.

PROVINCIAL NEWS

SALT SPRING ISLAND.

The annual election for road master for the north end of Salt Spring Island took place Saturday, April 29. There was a large attendance, as feeling ran high among the settlers. Mr. A. Walter took the chair. After a spirited contest Mr. Joe Nightingale was again returned an easy winner. The vote stood: Mr. Nightingale, 27; Mr. Caldwell, 17; Mr. Sampson, 3.

NELSON.

From the Tribune.

H. B. Walkem, a member of the Canadian Pacific's engineering staff, arrived in Nelson Thursday evening on his way to Lardo, where he will have charge of such construction work as the Canadian Pacific decides to do upon the proposed line from Lardo to Trout Lake.

The fruit ranchers and vegetable gardeners along Kootenay lake are getting rather anxious about the backward spring, as it increases the chance of high water. There are upwards of a dozen ranches between Nelson and Balfour, and should they be flooded out the loss would aggregate as many thousand dollars.

Those who are engineering the real estate branch of the projected tramway company's business will leave shortly for Victoria, where it is expected they will endeavor to purchase a large slice of Bogustown and other outside property.

W. P. Tierney & Company will commence work on Monday on the job of straightening out the Columbia & Kootenay line between Nelson and Robson, when they will start a gang of thirty men. The scale of wages upon the work will be $2 per day, and board will be supplied at $4 per week. D. O. Lewis will be the engineer in charge of the work.

Sheriff Tuck returned yesterday from a trip to Cranbrook, where he sold the general merchandise stock of Thomas A. Kennedy. The goods were sold to satisfy a judgment for $900, and the sale realized $400.

H. D. Ashcroft is putting up another frame building on the Hall street frontage of the northeast corner of Baker and Hall streets. It will be 24 by 40 feet, and will be used as a furniture store.

Charles Leduc, who was brought in from Robson on Wednesday by Provincial Constable DesBrisay, was adjudged insane by the medical men who examined hnm, and afterwards committed to the asylum at New Westminster by Stipendiary Magistrate Crease. Constable DesBrisay was sent to Westminster with the prisoner, and to defray the expenses of the trip was obliged to put up his own money, there apparently being no provision by the provincial government for advancing the money requisite. Constable DesBrisay will get the money back when he sends in his vouchers to the government. But what would happen in such a case if the provincial constable commissioned for such a trip were not a capitalist?

Passengers on the westbound train over the Crow's Nest Pass railway on Thursday last had a novel experience about three or four miles east of Kitchener, where one of the box freight cars had left the track in a manner unique and almost unprecedented. The train consisted of fifteen freight cars, a baggage and a very ancient combined passenger and smoking coach. From about the centre of this train a box car, laden with coke, had left the rails, and after running about fifty yards on the ties, had jumped the track altogether, and turned completely over, and was lying on its top diagonally down the side of the embankment. The body of the car was apparently very little injured. The trucks were entirely clear of the track and the whole but the supporting truss and air brake machinery were completely demolished. The car before and that behind the erratic car were not distrubed from their usual position, and not a passenger realized that an accident had occurred, which might, under other circumstances, have been serious in its results.

NELSON.

J. Burton pleaded guilty yesterday to the theft of a lady's gold watch at Kootenay Landing and was sentenced to two months' imprisonment by Stipendiary Magistrate Crease. Joseph O'Hara, who was in Burton's company when arrested, was charged with vagrancy, and got off.

The corner-stone of the Bank of Montreal building was laid yesterday morning at 7 o'clock by John Harbottle, the foreman employed by contractors C. Hillyer & Co.

The equipment of the Nelson fire brigade was supplemented yesterday by 600 feet of paragon hose, two rubber play pipes and four Babcock fire extinguishers. The brigade has now some 2,800 feet of hose.

Superintendent Marpole and H. J. Cambie, engineer for the Canadian Pacific Railway Company, returned to Nelson yesterday after a trip to Lardo, at the head of Kootenay lake, where they were looking over a portion of the line which has been located, for the new branch which will run from Arrowhead to Kootenay lake. The officials made the trip to Lardo on the tug Ymir. They went over a portion of the line and made the return trip on the steamer Nelson. They say that it is the intention of the company to proceed with the construction of this eighty-mile branch as soon as the line is located by the engineers now on the work.

It was rumored about the streets yesterday that the representatives of the company which proposes putting in the tramway in Nelson had made considerable purchases in realty in Bogustown. The purchases of business property made this week are also said to have been made in the interests of the same people, so that it would appear that the company contemplates making up on real estate advances and rentals what it expects to lose in the operation of the tramway for the first few years.

Walter S. Ashptal died suddenly last evening at the residence of J. R. Rowley. He was taken ill about 4 o'clock in the afternoon, when medical aid was summoned, but he died in about two hours and a half afterwards. Heart disease is assigned as the cause. The deceased came to Nelson in the summer of 1896, and shortly afterwards became interested in the business now carried on by the Nelson Sodawater Factory. After disposing of his interest in the sodawater works, he carried several mercantile agencies, and at the time of his death was the owner of the Club hotel building. He was well known and generally liked.

Yesterday M. Scully sold the two lots on the southeast corner of Victoria and Ward streets to A. H. Clements for $4,000 cash. The property was originally owned by S. M. Davys, superintendent of the Silver King mine, and the house was one of the first residences built in Nelson. Mr. Scully bought it last fall, paying $2,600 for it. It is said that the site may be the one on which the Dominion government will build the post office and custom house here.

There was a mix-up at a Baker street hotel this morning between a mining man and a hotel manager, in which a dismissed government official took a hand. The mining man and the dismissed official did not get away the best of it.

There is an unwonted amount of activity around the Hall Mines smelter this week. Several days ago the long-expected run upon galena ores was commenced in the 100-ton blast furnace, the company using a mixture of Silver King ores with the purchased ores, and on Saturday the 250-ton furnace was blown in on high-grade copper ore from the King. With both blast furnaces running the company will make a great record for the ensuing month.—Nelson Tribune.

SLOCAN CITY.

Mr. and Mrs. W. H. Brandon have just returned from Guelph, Ont., where they have been spending the winter.

The Paystreak is undergoing a thorough examination to-day by the agent of a Rossland company, with a view to purchase. Hillman and Blench, the owners, are very much pleased with the assays taken, which show large values in gold.

Later reports confirm the statement of a few days since that four feet of silver-lead ore has been cut on the Black Prince, which adjoins the Two Friends mine.

YMIR.

Another company has been successfully formed in connection with Ymir properties called the Rossland-Ymir Mining & Milling Company, Limited, with a capital of $500,000, in two million shares of 25 cents each. The property is the Bruce group, and consists of the Bruce, Colville, Canadian, Simcoe and Hope mineral claims. A very large ledge is traceable through the property, and assays high values. As soon as an engineer's report can be obtained and the property surveyed extensive development work will be commenced. All those interested in the group are pioneers of Ymir, and it was through the instrumentality of Eugene Croteau, of this town, that the deal has gone through.

On the Great Western and Great Northern properties work has had to be discontinued on account of too much water, owing to the snow rapidly melting. On the Elcho work is being rapidly pushed forward. Hank Noil and his brother are busy at the Spotted Horse getting out ore. The Dundee is to start operations shortly, as carpenters are being employed rectifying the recent loss by fire at the shaft house. The hoisting plant was put into good running order last week, so the mine and mill should be in good shape to resume operations early in May.

The water works company expect the shipment of supplies for the installation of the plant about the middle of May.

Stephen Bywater, from Kallispel, Mont., is in Ymir. He is a partner with Phil White in the Wilcox and Bywater claims up Wild Horse creek. They have secured a crown grant for this property and intend to incorporate at once as the Bunker Hill Mines, Limited, with a capital of $1,000,000 (in dollar shares), of which 300,000 are treasury stock. Already they have offers to supply all the necessary machinery in the way of stamping, power, etc., and to take it out in shares of the company. These offers have been made on a basis of 25 cents per share. The head office of the company will be in Ymir, and the necessary officers appointed as soon as possible. The Wilcox has a lot of development work done, and has up to a very recent date been shipping ore.

One case of drunk and disorderly before A. B. Buckworth, J.P., received fourteen days in Ymir gaol.—Nelson Tribune.

THE SLOCAN.

D. C. Corbin, Austin Corbin and I. N. Peyton, well known operators in the Rossland camp, are securing a foothold in the Slocan. They have secured an option from P. McCue and his wife on all the Colorado, Andrew Jay and Utica, half in the Rocky Boulder and three-quarters in the Alice mineral claims, situate on Twelve-Mile creek. All except the Alice are in the Ainsworth division, but the Alice crosses the divide into the Slocan. The sum of $500 was paid down, and the further sums of $6,000 and $6,500 are to be paid in the time and according to a certain bill of sale placed in escrow in Spokane. The option is in the nature of a working bond, the bonders having the right to develop the group, and extract and ship ore, the receipts from which are to be placed to the credit of the original owners. The option and bond run till October 1, 1900.—Nelson Tribune.

GOLDEN.

Mrs. F. P. Armstrong left Golden on Tuesday to take up her residence in Victoria.

Falk, who was so severely injured on the head at Moberly recently, by being struck by a flying stone, is now doing well ,though he was in a critical state for a time, and had to undergo a delicate operation by which Drs. Taylor and Golden, and Kidd, of Calgary, removed the broken portion of the skull.

A man named Coffey was brought into the Golden hospital this week from Peacock's camp at Moberly suffering from a compound fracture of the leg. The accident happened by a log striking him while shooting logs down the slide to the river. The injured limb was set by Dr. Taylor, and Coffey is doing well.

On Tuesday Capt. Bacon ran the Hyak up the Columbia river as far as Carbonate in view to starting the season's navigation. He found the water very low, and on his return was stopped by a log jam and had to leave the boat some distance up river. It was hoped that the season's navigation would have been opened during the coming week, but owing to the continuation of cold weather and the low state of the water it is impossible as yet to say when the boats will open regular communication for the season with Windermere.

Mr. W. C. Wells, M.P.P., will interview ministers at Victoria next week with a view to having the necessary public works in the district pushed in as quickly as possible. These works will include the removal of the court house from Donald to Golden, Canyon creek, Fifteen-Mile creek, Spallumachene and Kicking Horse trails, bridging the Columbia at Athalmer, bridging Horse Thief creek, starting of wagon road on Toby creek, government buildings at Windermere, repair to government road between Golden and Canal Flat, improvement to road between railway station and boat landing at Golden, and other required works. Mr. Wells will also insist on the government putting men on at once to clear out the Moberly trail between Golden and Canoe river, and to open it through to Tete Jaune Cache. On his return Mr. Wells will make a tour of the electorate to ascertain the full requirements of his constituents, and will visit the settlers along the Golden-Fort Steele road from Golden to Canal Flat, putting in some time at Windermere, which district will merit special attention at the hands of the government during the coming season. At Vancouver Mr. Wells will meet his brother, who is one of Sir Wm. Van Horne's holiday party.

Yesterday an interesting event was celebrated at the Catholic church, Golden, when the Rev. Father Thayer performed the ceremony of uniting in wedlock Frank Dargis, proprietor of the Athalmer house, Athalmer, and Miss Annie Tolmie, formerly of the Queen's hotel. Miss Laura Kenny acted as bridesmaid and Mr. A. McMillan as bridegroom's man. After the ceremony the bicyclists with their wheels prettily decorated with ribbons formed up in line on either side of the street leading from the church and pelted the wedding party with rice. A procession was formed back of the Queen's hotel, where the wedding breakfast was partaken of, and the bride and bridegroom will leave for their new home at Athalmer.

KILLING AND BURNING.

Another Town in the Philippines Experiences the Horrors of War.

Manila, May 4. (noon)—Gen. MacArthur is now assaulting the town of Santomas, about five miles northwest of Calumpit. The Americans are fighting for the bridge and the rebels are burning the town.

CHANGES IN THE BRIGADE.

New Waterous Engine to Be Tested To-day—The Rearrangement of Forces.

The new Waterous steam fire engine which has just arrived from the East to increase the fire-fighting resources of the city of Victoria was seen on the street for the first time yesterday, when it was taken up to the emergency tank on Pioneer street and had water run through it in the presence of Chief Deasy, several of the aldermen and fire wardens, and Messrs. A. S. Long and Hugh B. Gilmore—representatives of the manufacturing company.

The formal test of the new machine, which is in every way a beauty, will take place at 3 o'clock this afternoon, probably at the corner of Government and Johnson streets. The Waterous, which has not yet been christened, will go into service just as soon as it has been formally accepted by the city from the manufacturers.

With this new steamer and the Champion chemical engine that is due to arrive on or before the 23rd instant, the apparatus for the protection of the Centre, South and part of the North ward will be fairly complete and satisfactory. It will include (with the working crews) the following:

One Merryweather steam fire engine, with engineer and driver.

One Waterous steam fire engine, with engineer and driver.

One small Merryweather steam fire engine, in reserve.

One Champion chemical engine, with driver and three call men.

One combined chemical engine and hose wagon, for the upper Yates street station, with driver and hoseman.

One hose carriage, with driver, foreman and six call men.

One hose wagon, for the James Bay station, with driver and hoseman.

One exercise wagon, in reserve.

One engineer, in reserve.

One relief driver and engineer.

One call man caretaker.

One Preston aerial truck, with driver, tillerman, foreman and six call men.

The districts which will need immediate attention are Oaklands and Victoria West, the latter more particularly deserving improved apparatus and a regularly equipped and manned station similar to that at James Bay or in construction at the corner of Yates and Camosun streets. The work on this structure has now reached the second story and is progressing very satisfactorily. It is expected that the No. 2 station on Yates street will be vacated on Saturday of this week.

Removal from No. 1 station at the city hall to the new quarters in the market building will require more time, as the fire alarm system and other auxiliary machinery must be properly installed, and there does not appear to be any occasion for special haste in vacating the premises now in use.

Of course, the opening of the station on upper Yates street and the bringing into use of the new apparatus necessitates a material change in the composition of the force at Chief Deasy's command, and the addition of a number of men to the permanent department.

At the suggestion of the Chief, it has been decided to accept call man R. A. Murrant's resignation, appointing A. Brown as his successor. The permanent or paid brigade has been augmented by the appointment of Colin Blain, George E. Moss, H. Norman and F. J. Shepherd—four call men.

Four extra call men to replace these transferred fire fighters will be selected later, after a trial of applicants, and the 16-year-old son of the late Driver Kinsey goes on the roll as call man caretaker at the central station. He will remain there on the fighting force being called away, to protect the property at the station, and be ready to receive and communicate any second fire alarm, should it come in.

The changes in the permanent force taking effect on the 1st of May place the men of the paid department in the following positions.

Firemen.	Old Position.	New Position
George Lund	Engineer	Engineer
T. Collins	Engineer	Engineer
D. McDougall	Engineer and Relief Driver	Engineer
F. Le Roy	Senior Driver	Engineer and Relief Driver
F. Hodges	Driver	Driver
J. Watcher	Driver	Driver
W. J. Deasy	Driver and Tiller	Driver
T. P. Sehl	Driver	Driver
J. Gardiner	Hoseman	Driver
J. J. Swain	Driver	Driver
C. Blain	Call Man	Driver
Geo. E. Moss	Call Man	Hoseman, Yates St.
F. J. Shepherd	Call Man	Hoseman, James Bay
H. Norman	Call Man	Tillerman

COAL SHIPMENTS.

Amount Shipped Foreign From the Island Collieries During April.

Following are the foreign coal shipments for the month ending 30th April, 1899:

NEW VANCOUVER COAL CO.

Date.		Tons.
1—SS.	Amur, Alaska	152
2—SS.	New England, Alaska	36
2—SS.	Siam, Los Angeles	4,394
4—SS.	Titania, 'Frisco	5,068
6—SS.	Weyfield, 'Frisco	4,822
9—SS.	Mineola, Los Angeles	3,280
13—SS.	San Mateo, Los Angeles	4,290
16—SS.	Titania, Los Angeles	5,131
16—SS.	New England, Alaska	42
17—SS.	Fearless, Alaska	103
18—SS.	Wyefield, 'Frisco	4,911
20—SS.	Siam, Los Angeles	4,364
20—SS.	Manauense, Honolulu	602
22—SS.	Moneola, 'Frisco	3,412
28—SS.	San Mateo, Los Angeles	4,318
		44,925

WELLINGTON.

Date.		Tons.
1—Bk.	Richard II, Juneau	1,750
3—SS.	Bristol, 'Frisco	2,500
7—Str.	C. C. Cherry, Mary Island	10
8—SS.	Wellington, 'Frisco	2,550
17—SS.	Farallon, Mary Island	50
17—SS.	Bristol, 'Frisco	2,500
19—Str.	Tyee, Chemainus	108
21—SS.	Al-Ki, Mary Island	200
21—SS.	Wellington, 'Frisco	2,550
		12,218

UNION.

Date.		Tons.
8—Sp.	Glory of the Seas, 'Frisco	3,370
17—SS.	Tartar, 'Frisco	1,400
24—SS.	Athenian, 'Frisco	825
26—SS.	Aorangi, Vancouver	630
		6,225

IDAHO MINE RIOTERS.

Sixty of Them Gathered in by the Military—Swedes and Italians Prominent.

Wardner, Idaho, May 3.—Sixty rioters concerned in the disturbance of last Sunday have been arrested since the arrival this afternoon of Company M, Twenty-Fourth Infantry.

As soon as the serving of the warrants began, the rioters scrambled over the hills in frantic efforts to escape. About sixty were caught and others will be pursued. Only one tried to resist. He was promptly overpowered. The prisoners were marched to camp. Nearly all are Swedes and Italians.

Fifty-nine men of the Fourth cavalry arrived here from Walla Walla to-day.

Coroner France has impaneled a jury, and the inquest on the victims of the mob began this afternoon.

No more rioting is feared until arrests begin on Canyon creek.

CALVERT'S

Carbolic Tooth Powder.

6d., 1s., 1s. 6d., and 1 lb. 5s. Tins, or

Carbolic Tooth Paste.

6d., 1s., and 1s. 6d. Pots,

For Preserving the Teeth and Strengthening the Gums

Each is prepared with CALVERT'S purest Carbolic—the best dental preservative. They sweeten the breath and prevent infection by inhalation.

Avoid Imitations Which are Numerous and Unreliable.

From NEWTON CRANE, Esq., late United States Consul, Manchester: "Your Carbolic Tooth Powder is *the best I ever used*. In my opinion I am joined by all the members of my family."

The Largest Sale of any Dentifrices.

F. C. CALVERT & CO., MANCHESTER.

Awarded 85 Gold and Silver Medals, &c.

AGENTS

HENDERSON BROS., druggists, Victoria.

For Successful Farming

....USE....

FERTILIZERS....

Sulphate of Potash, Muriate of Potash, Kainite, Superphosphate, Nitrate of Soda, Thomas' Phosphate Powder.

....APPLY....

Victoria Chemical Co., Ltd.

Outer Wharf,

VICTORIA.

Hotel Meakin.....

TRAIL, B C

Now under the supervision of JOHN HAVERTY, formerly of Winnipeg, Man.

Hotel Badminton

VANCOUVER.

Entirely renovated, furnished and enlarged; heating and lighting (electric) perfect. D. Conte, late of Baldwin hotel, San Francisco, and St. Charles hotel, New Orleans, in charge of the kitchen.

W. H. Mawdsley,

Manager.

NOTICE.

Public notice is hereby given that one month after the date of the first publication hereof, I intend to apply to the Honorable the Chief Commissioner of Lands and Works to purchase the following described lands, viz.:

Commencing at a post on the west side of the Alberni Canal, 800 feet south to Number One Post of the Pacific Mineral Claim (McIntyre Mountain, Nahmint, and marked "Granville H. Hayes," S. E. corner); thence west 150 feet to east line of Pacific; thence north following east boundary of Pacific, 1,500 feet; thence east 400 feet to shore of canal; thence following shore of canal to point of commencement, and containing eight (8) acres, more or less.

Dated at Alberni, B. C., this 1st day of April, 1899.

G. H. HAYES.

MINERAL ACT.

(Form F.)

CERTIFICATES OF IMPROVEMENTS.

"The Three Jays," "The Three Jays No. 2," "The Three Jays No. 3," and "Blue Jay" mineral claims.

Situated in the Alberni Mining Division of Alberni District. Where located: On McIntyre Mountain, west side of the Alberni Canal, about one mile below Nahmint.

Take notice that I, G. H. Hayes, acting as agent for the Nahmint Mining Company, Free Miner's Certificate No. 50662A., intend sixty days from the date hereof to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this 28th day of March, 1899, at Alberni, B. C.

G. H. HAYES.

NOTICE is hereby given that the John Irving Navigation Company, Limited, a duly incorporated company, empowered by its memorandum and articles of association to build tramways) proposes, under and by virtue of the provisions in that behalf contained in the "Tramway Incorporation act," and the "Tramway Incorporation act, Amendment act, 1898," to build, construct, equip, operate and maintain a tramway from a point at or near Taku City; thence to a point on the western shore of Atlin lake; thence from a point on the eastern shore of Atlin lake, at or near Atlin City, along Pine creek to a point at or near the west end of Kusiwah or Surprise lake, in the province of British Columbia, by the most feasible route.

Dated at Victoria, British Columbia, this 25th day of April, 1899.

C. S. BAXTER, Secretary.

John Irving Navigation Company, Ltd.
Foot, Duncan, V. I.

MINERAL ACT.

(Form F.)

Certificates of Improvements "Vicking," "Norway," "Ballarat," "North Pole," "Southern Cross" and "Pacific" mineral claims, situated in the Alberni Mining Division of Alberni District. Where located: On the west side of the Alberni Canal, about one mile below Nahmint.

Take notice that I, G. H. Hayes, acting as agent for W. A. Mears, Free Miner's Certificate No. 32741A.; W. W. Cotton, Free Miner's Certificate No. 32740A.; Flora A. Goss, Free Miner's Certificate No. 32767A.; Chas. Clinton, Free Miner's Certificate No. 15581A., and A. L. Mohler, Free Miner's Certificate No. 32790A., intend sixty days from the date hereof to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants for the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this 17th day of April, 1899.

G. H. HAYES.

B. C. STEAM DYE WORKS.

141 Yates St., Victoria.

Ladies' and Gent's garments and household furnishings cleaned, dyed or pressed equal to new.