

The Colonist.

THURSDAY, SEPTEMBER 24.

Published Every Monday and Thursday by The Colonist Printing and Publishing Company, Limited Liability.

W. H. ELLIS, Manager. A. G. SARGENT, Secretary.

TERMS: THE DAILY COLONIST. Per year, postage free to any part of Canada or the United States, \$10 00.

THE SEMI-WEEKLY COLONIST. Per year, postage free to any part of the Dominion or of the United States, \$1 75.

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More than one month and not more than one year, 40 cents.

No advertisement inserted for less than 25 cents and accepted other than for cash.

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Where no other terms they must be ALL CAPITALS—not mounted on wood.

BRITISH COLUMBIA MINES.

[From the Spokane Spokesman Review.]

D. S. Fotheringham, of Trail, who is connected with the smelter at that place, says when completed the plant will be nearly perfect as is possible.

The new blast furnace is 36x100, and will double the capacity of the works.

The smelter is now treating 180 tons of ore daily; with the new furnaces it can handle 350 tons.

There is now being received at the smelter about 180 tons of ore daily; of this 100 tons is for treatment and 80 tons is being stored for use when the railway may be blocked this or any other day.

"What of the camps in your immediate vicinity?" he was asked.

"I hear good reports from the Sovereign and other claims in the vicinity of Trail, but I have not visited them for some time.

The Waterloo district, between the east side of the Columbia between Robson and Trail, is coming rapidly to the front.

Several claims have recently been located in the district, the ore of which is different than any other in the camp.

While the other claims have the characteristics of Trail creek, these are fine milling gold, and the average assays from six samples were surprising; some of it went \$10 a ton.

"The Horne-Payne syndicate, who have secured large interests in the district, have made the first payment on the Waterloo and the second payment on the Apache and Empire."

Reports from the Boundary Creek district are to the effect that a large amount of development work is being done all over the district.

This section of the country will be in a position to furnish an enormous tonnage as soon as railroad facilities are afforded.

There is no better country in the northwest in which to do mining. The mountains are not high, and work can, under certain conditions, be continued all winter, as the snows do not lie deep.

There is certainly no lack of mineral in that country; galena, gold, copper, tellurium and other minerals.

Heavy investments are being attracted to the country, and a large number of claims have been bonded for big figures and others bought outright.

The transportation problem is proving a serious drawback to the people there have full faith that the Columbia and Western railway will be extended to Ponticent next year.

The stockholders in the Cariboo mine will be paid a dividend of \$16,000, and two cents a share on the capital stock of \$800,000.

Dividends are paid regularly about every two months, this one having been declared September 7. This makes in all about \$11,000 paid, and between \$20,000 and \$70,000 since the first of January.

R. H. Pope, a member of the Dominion parliament, and R. Dolby Morkill, Jr., both of Montreal, have arrived from the East and are at the Spokane. They have extensive interests in the Trail district, owning largely in the Big Three, California and other well known properties.

Mr. Morkill expects to remain permanently in Rossland.

A MESSAGE TO MEN.

Proving that True Honesty and True Philanthropy Still Exist.

If a man, who is weak, nervous and debilitated, or who is suffering from any of the various troubles resulting from excesses of overwork, will take heart and write to me, I will send him confidentially and free of charge the plan pursued by which I was completely restored to perfect health and manhood after years of suffering from Nervous Debility, Loss of Vigor and Organical Weakness.

I have nothing to sell and therefore want no money, but I know from my own experience how to sympathize with such sufferers, I am glad to be able to assist any fellow-being to cure. I am well aware of the prevalence of quackery, and I myself was deceived and imposed upon until I nearly lost faith in mankind, but I rejoice to say that I am now a healthy and happy man, and am desirous thereof to make this certain means of cure known to all.

If you know of any one who is suffering from any of the above troubles, please write to me, and I will send you the necessary literature, and if you are desirous of being cured, I will send you the necessary medicine, and if you are desirous of being cured, I will send you the necessary medicine, and if you are desirous of being cured, I will send you the necessary medicine.

Geo. G. Strong, North Rockwood, Mich.

A Woman's Heart.

Derangement of the heart and nerves in women is caused by various nervous troubles, such as Hysteria, Melancholia, Neuritis, Sleeplessness, Fatigue and Painful Aches in various parts of the body, and a general weakness of the heart and nervous system by the use of Millburn's Heart and Nerve Pills.

TOUCH OF A BUTTON.

How Warships are Controlled—The Naval Officer a High Class Electrician.

An Exact Science—Vessels of the Future to Have More Complete Equipment.

(New York Times Sunday Supplement.)

All men-of-war of the future will be operated and controlled by the touch of an electric button.

This is the impression forced upon the visitor to the United States cruisers and battleships which have been lying in the harbor for the last week or two.

Everything on board seems to be done by electricity. Signals are sent, the vessels are steered, the guns are fired, ventilation is secured; in fact, all concerted actions, unless it be those of the cook, seem to be connected in some way with an electric current.

Even the cook may be forced to lose some of his old-time individuality, for efforts are being made to introduce electric galleys on board our war vessels.

One important department in the management of men-of-war, that of propelling the vessel, but it is not an unsafe or unprofitable vessel is an achievement of the not very distant future.

Of course there must needs be an initial steam plant to give incentive to the electrical current generators, but the electrical equipment in the propelling department will surely

OUTBALANCE THE STEAM EQUIPMENT. In the time to come. Then the complaint now made as to the scarcity of naval engineers will no longer be heard.

The naval officer of the present day is, in many respects, a high-class electrician. He is compelled to be such by the nature of his surroundings.

In the old days the commander of a vessel in action endeavored to be as far as possible the soul of his ship. He was here, there, and everywhere, in every operation of the various departments, seeing that his subordinates carried out his every order, and keeping his men to the sticking point by thrusting his personal management at the thickest of the fight.

It is different with the modern commander of the present day. He is even more the soul of his ship than was his predecessor in the days of sail, but he accomplishes his purpose in a different and more highly interesting manner.

On the eve of going into the water, the commander himself in a conning tower, which is an armored turret situated high above the deck, so as to command an unobstructed view of everything. Here, without once leaving his position, he can perform EVERY ACTION NECESSARY.

To gaining a battle. He can shoot off every gun, cause his vessel to move forward or backward, steer her in any direction, and, in fact, see everything, do everything, and make his presence felt in every part of the ship, by the mere operation of a set of electrical instruments in front of him.

The battle of the future must be, in a measure, a one-man battle, not only in abstract, but in actual practice. The minor responsibilities in naval battles are being lessened by the perfection to which the electrical system is being brought, putting as it does the performance of the principal events into the hands of one man.

Naturally, many of the instruments formerly used for conveying messages merely transmit signals to the minor officers for the carrying out of orders, but the very act of carrying out these orders also telegraphs the fact of its performance back to the conning tower. For instance, on the Indiana, which has the best electrical equipment of all our naval vessels, the officer in charge, when desirous of altering the direction of the vessel, merely reaches to an electrical indicator within the conning tower or on the bridge, and turns it as many points to port or starboard as he desires the helm to go.

THE MAN AT THE WHEEL. notes the fact on another indicator in front of him, and instantly turns the wheel to the desired position. The movement of the wheel is turned, the fact is recorded on a dial in front of the officer who has transmitted the command, and who knows instantly whether his order has been carried out or not.

Situated in various parts of the Indiana are a number of helm telegraphs, which show on dials the exact position of the helm, so that anybody may know the direction the vessel is pursuing.

The modern searchlight of our men-of-war, besides being supplied with an electric lighting current, is also operated by motors, which turn it in all directions, which are figuratively worked by a touch of the button. The engine room is practically controlled from the conning tower or from the bridge on the vessel. It is operated in much the same way as the helm telegraph. In front of the officer in charge is a dial, on one side of which is the word "Forward," on the other the word "Back." Grouped under these heads are the words "Slow," "Half Speed," "Full Speed," and "Stop."

By turning the dial point in front of any of these directions the officer in charge is enabled to

CONTROL THE SPEED of the vessel. The moment his orders are executed by the engineer the fact is automatically telegraphed back to him on a corresponding dial. There are also which constantly show in which direction the propeller is turning. Furthermore, on these dials the exact number of revolutions per minute made by the propeller is also recorded. Of course the officer in charge can transmit an order for any number of revolutions on a dial fixed for the purpose in the conning tower. The telescopes are permanently situated upon pedestals about forty-two turned from side to side, the action

CAUSES A CHANGE to take place in the power of an electric

current which flows through a galvanometer. When both telescopes are directed parallel to one another, the needle on the galvanometer will point to zero. When both telescopes are directed toward the same object, however, the difference in the positions of the pointers upon the flow of the electric current as to cause the galvanometer needle to indicate in yards the exact distance which the object to be aimed at is from the ship. Having found out the distance at which the object is stationed, it is a very easy matter so to elevate the muzzle of the gun that the shot will drop on the point aimed at. Of course, the power of the gun, the breeze, wind pressure, etc., are definitely known. Therefore, the whole business is reduced to an exact science and comparatively few shots are wasted, all of which is quite different from the uncertain glance of an old sailor squinting along the "sight" of some old-fashioned ordnance.

As every man-of-war is a small city in itself, and as there are always a great many men below decks, it is necessary to have a complicated system of ventilation be practiced on board, and to force the air down into the living and sleeping compartments of the vessels. These fans are

PART OF THE ELECTRIC SYSTEM on board. In some men-of-war they are still operated by steam, but this is regarded as an obsolete method, inasmuch as a stray spark from a steam engine might burst a steam pipe and cause the death of every man in a compartment. This is also one reason why electricity is the safest, as well as the most expeditious method for use on shipboard. The breaking of wires can be repaired by doing all such things as may be incidental or conducive to the purposes aforesaid. And the business of the property to be acquired and the business to be conducted by the Company shall be reasonably incidental and conducive to the purposes of the Company's undertaking and objects.

Subject to but without restriction of the purposes aforesaid, the objects for which the Company is established are as follows:

(a) To purchase, take on lease, or otherwise acquire lands, easements, and rights to water, timber, and otherwise in connection with the purchase, or on the security of any trustee security in the United Kingdom, or any property or securities of any company or corporation carrying on or interested in business property situated in America.

(b) To purchase, take on lease or otherwise acquire collieries, mines and quarries, deposits of guano, nitrates, coprolites or other fertilizers, and other rights or privileges in reference thereto, and any interest therein; and to work, develop, sell, lease or otherwise deal with the same.

(c) To search for, seek, explore, win, open and work collieries, mines, quarries, oil wells, and mineral and other deposits.

(d) To carry on the business of carrying on and quarrying, prospecting, metallurgy, and other operations in connection with the acquisition of property and the carrying on of the business of the Company, and to do all such things as may be incidental or conducive to the purposes aforesaid.

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CERTIFICATE OF THE REGISTRATION OF A FOREIGN COMPANY.

"Companies' Act," Part IV, and Amending Acts.

"Big Valley Creek Gold Mines, Limited," (Foreign.)

Registered the 18th day of August, 1896.

I HEREBY CERTIFY that I have this day registered the "Big Valley Creek Gold Mines Limited," (Foreign), under the "Companies' Act," Part IV, "Registration of Foreign Companies," and amending Acts.

The head office of the said Company is situated at 6, Great Saint Helens, London, England.

The objects for which the Company is established are:—

(a) To enter into a contract expressed to be made between the Company, or its part, a draft of which has been prepared and is, for the sake of identification, endorsed by the Registrar, and by the first signatory to this memorandum.

(b) To acquire property, real or personal, corporeal or incorporeal, and rights of any kind, and to do all such things as may be incidental or conducive to the purposes aforesaid.

(c) To purchase, take on lease or otherwise acquire collieries, mines and quarries, deposits of guano, nitrates, coprolites or other fertilizers, and other rights or privileges in reference thereto, and any interest therein; and to work, develop, sell, lease or otherwise deal with the same.

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