

Shoe Co. Ld. Shoes, Hats, Etc.

Shoe Co. Ld. B. C. No. B.C.

THE GREAT WHEAT CROP IN MANITOBA

MORE MEN REQUIRED TO HANDLE GRAIN

Sale of British Columbia Fruit at Winnipeg—Boat Capsized and Two Lives Lost.

Winnipeg, Aug. 30.—The following official statement of crops was made this morning by Mr. Hugh McKellar, deputy minister of agriculture: "We are having perfect harvesting weather. I might almost say too good, if there is any meaning to such an expression. Everything is ripening with a rush. A great part of our wheat has been cut. Oats are ready. Barley is cut. Binders in all parts of the province are going from early morning until dark. Thousands of acres are falling every day, but there are not sufficient men there to stack it up. Our crop is bigger and better than last year, and it must be handled quickly. Fifty dunnage a month was the wage offered a week ago. Now those farmers not supplied with men are offering \$45 and \$75 or even more for good men. We require more men than we did a week ago. We are anxiously looking forward to the excursions which start on August 31st and September 1st and 2nd. We will try to secure our share of those who come. Our hope is in old Ontario. There is no doubt that the government estimate of 20,000 men required this year is correct. If 9,000 men come on the next excursions, it may be possible to harvest our crop before the snow falls. The crop in most places is fairly easy to handle, standing straight, long and heavy. Binders are doing their work well. The yield is expected to run from 25 to 30, and in many cases as high as 40 bushels per acre."

TRAVELERS UNION CONGRESS.

President Steadman Denounces the Education Bill and Sugar and Grain Tax.

London, Sept. 2.—W. C. Steadman's presidential address at the Trades Union congress to-day was pessimistic in tone and included a general denunciation of the present government's reactionary measures, such as the Education Bill, the sugar tax and the grain tax, which he described as being an endeavor to permanently reduce the standard of life of the poor. Mr. Steadman denied trades unionism was destructive to British industry, as charged by the government. He said that the only means by which the working people could hope to secure relief from their burdens was, Mr. Steadman added, to constitute themselves into a great political force.

WHOLESALE SHOOTING.

One Man Shot Dead and Three Wounded.

Salt Lake, Aug. 31.—A special to the Times from Rock Spring, Wyo., says: "Louis Sacks shot and killed Joe Spisak, jr., shot Joe Spisak, sr., in the neck, and Steve Spisak in the right shoulder, and wounded Steve McKee in the thumb early this morning in front of the Combination saloon. Spisak, sr., is likely to die. Sacks is in jail. Some old trouble revived was the cause of the shooting. Sacks and some friends had been carrying all night and became too noisy. Spisak, sr., who is one of the proprietors of the saloon, ordered them out, and when Sacks reached the sidewalk he opened fire. All are Hungarians. "Joe Spisak, the man killed, had not been drinking, but was more of a peevish man. He was known as a quiet young man. He was only 19 years old."

CAUGHT AT LAST.

Fifteen Persons Wounded in Attempt to Arrest Negro.

New York, Sept. 2.—Jerry Hunter, the negro who shot a number of policemen and set fire to his house in Queensborough last night, in an effort to escape arrest, was captured early this morning and locked up in the Astoria jail. In the fight between Hunter and those who tried to arrest him 11 policemen, three citizens and Hunter's wife were wounded.

RAINFALL IN INDIA.

Crops Have Been Greatly Benefitted—Reports From Districts.

Bombay, Sept. 2.—The rainfall continues and is greatly benefiting the crops. Cotton in Berar (a province of the Deccan) is flourishing. In Bengal it is normal. In the Khandesh district (Bombay presidency) it is below the average, and in Gujarat (a district of the Punjab) it is favorable.

CHICAGO SCHOLARS.

Each Will Carry a Supply of Pure Drinking Water.

STRICKEN WITH PARALYSIS.

Flint, Mich., Sept. 2.—Judge George Durand, the Democratic nominee for governor, who was stricken with paralysis yesterday evening due to cerebral embolism, was conscious this morning, but was unable to speak. His physicians say Judge Durand may live 48 hours, but that his recovery is almost impossible.

MOUNT PELEE.

Indications of Another Volcanic Eruption—Excitement in Island of Guadalupe.

Rosseau, Dominica, B. W. I., Aug. 31.—A thick mist of dust which enveloped Rosseau yesterday was taken as it approached for a rainstorm. The dust is still falling, although lightly, but during the night of the 30th the quantity of dust which fell here was darker than on any previous occasion since the first eruption of Mount Pelee. On the night of the 30th a dark, cone-shaped cloud, emitting electric flashes, rose in the south, but it was gradually obscured by the mist caused by the falling ashes. Rumbling noises and a few detonations were heard during the night of the 30th. The people are quiet. No news has yet reached here from Martinique.

POPULACE PANIC STRICKEN.

Pointe a Pitre, Island of Guadalupe, Aug. 31.—This port has been enveloped in fine dust since 5 o'clock this morning, and the populace is panic stricken. Fine ashes are falling continually in a slight drizzle. Semi-darkness is over the ships in the harbor, which seem to be enveloped in a cloud of smoke. Advice from the Island of Guadalupe asserts that since daybreak to-day the entire island has been covered with a cloud of dust coming from the southeast direction of the island of Martinique. The population of Basse Terre are greatly alarmed. The following message was received from Dominica, Tuesday, the 26th: "Since 3 o'clock to-day (Tuesday) prolonged rumbling noises in quick succession have been heard from the island of Guadalupe, in every direction that Mount Pelee is in violent eruption."

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VISIT OF THE BOER GENERALS TO LONDON

GOVERNMENT WILL NOT NEGOTIATE WITH THEM

It is Rumored Visitors Will Ask for Increased Sum for Rebuilding and Restocking Farms.

New York, Sept. 2.—The Boer generals are warned that the British government will not consent for one moment to regard them as invested with any public or political function, according to cable dispatches from London to the Tribune. Anything they may have to say to Mr. Chamberlain will be listened to with courtesy, but all ideas of negotiations between them and the government will be promptly and firmly repudiated. The altered tone of the London newspapers with regard to Botha, Dewet and Delarey, is caused by reports emanating from continental sources as to the attitude which they intend to adopt in their intercourse with the colonial office. These reports suggest that the three generals had been led by the influence of the Brussels group into a misconception of the real position which they now hold towards this country. The Boer generals are credited with the intention of asking £8,000,000 for farm rebuilding and restocking. The government's proposed grant is £3,000,000.

SEVENTY PERSONS LOST THEIR LIVES

Ship Inch Cape Rock Among the Vessels Which Foundered at Port Elizabeth.

Capetown, Sept. 1.—Eighteen vessels, mostly sailing craft, have been driven ashore in a gale at Port Elizabeth. Five of the members of their crews were lost. Two tugs were also reported to have foundered and a score of lighters are ashore. It is feared that there will be much loss of life. Seventy Drowned. Capetown, Sept. 2.—It is now estimated that seventy persons were drowned in Algoa Bay during the storm which swept over Port Elizabeth yesterday. Among the wrecked vessels is the British ship Inch Cape Rock, which arrived at Algoa Bay on August 2nd from Portland, Oregon. Part of her crew were saved.

BARQUE FOUNDERS.

Captain and Crew Spent Three Days in Small Boats—The Marcus Island Deal.

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LUMBER TRANSFER.

Duluth, Minn., Sept. 2.—The Mitchell & Co. Lumber Company has transferred to Alger, Smith & Co., for \$750,000, eighty million feet of standing pine, 13 miles of railroad, camps, sawmills, teams and other outfits. It is reported that the Diamond Match Co. is negotiating for the purchase of from two to three hundred million feet of standing pine in northern Minnesota, for about \$2,000,000.

VILLAGES DESTROYED.

Over Two Hundred Persons Killed by Volcanic Eruptions of the Island of Martinique.

Castries, Island of St. Lucia, British West Indies, Sept. 1.—The British steamer Korona arrived here yesterday evening from Fort de France, Island of Martinique. She reports that a terrible eruption of Mount Pelee occurred at 9 o'clock Saturday and people who arrived at Fort de France from the northern part of the island reported that the village of Morne Rouge, near the district previously devastated, has been entirely destroyed, and that Le Carbet, a village on the coast, which was destroyed at the time of the great eruption, has been swept by a tidal wave. Over 200 persons lost their lives. A sloop from the Island of St. Vincent, which reached here this morning, reports that Mount Pelee crater is now quiet, but the detonations during Saturday night were the loudest heard up to that time, and the inhabitants were terribly alarmed.

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THREE DISASTROUS RAILWAY ACCIDENTS

MANY PERSONS WERE INSTANTLY KILLED

Twenty-Six Lives Reported Lost in Wreck in Alabama—Cattle Train in Collision.

Kansas City, Mo., Sept. 2.—An east-bound Rock Island train and an engine and caboose collided head on near Birmingham, Mo., ten miles east of here, last night, killing four trainmen and injuring three others. The dead are James Speyer, engineer; Thos. Griffith, engineer; Clarence Mahardt, fireman; and O. W. Ballinger, fireman. The train was running at full speed when they met. Both engines were demolished and the entire cattle train of 30 cars were overturned. Nearly 300 head of live stock were killed. Caused By Tornado. Waseca, Minn., Aug. 30.—Two persons were killed, three fatally injured and more than a score of others hurt this evening, in a wreck of a train which was hurled down an embankment by a tornado. A train, west-bound, on the Chicago & Northwestern railway, consisting of an engine, baggage car and two crowded passenger cars, while running at the rate of 35 miles an hour, was struck by a tornado, two miles from Meriden. The passenger and baggage cars were hurled 13 feet down the embankment. A brakeman was lighting the car lamps when the crash came, and the wreckage was ignited by the oil. Many Killed. Birmingham, Ala., Sept. 1.—A disastrous wreck occurred this morning shortly after 9 o'clock on the Southern railway, one mile west of Berry, Ala., and about 60 miles west of Birmingham. It is not known how many people have been killed, but it is reported that one white man and twenty-five negroes at least have been killed outright, while from twenty-five to fifty negroes and one white man have been seriously injured. The train was bringing an excursion from Greenville, Miss., to Birmingham. The engine and six coaches, the latter filled with passengers, were completely overturned and demolished. Many of the victims were horribly mangled. The train was making time coming toward the city. At a point between Berry and Bankston, the engine left the track and rolled over on its side. The negroes aboard began screaming at the top of their voices, and all the passengers became panic-stricken, while the cries of the injured added to the confusion. Those of the crew who escaped injury immediately sent word to the first telegraph station to notify the office of the superintendent. Then the work of rescue began. LAST YEAR'S CROP. It Amounted to Sixty Million Bushels—New Grain of Superior Quality. Winnipeg, Man., Sept. 2.—Practically all the crop of 1901 has now been removed. The last 22 cars were inspected at Winnipeg yesterday, and almost to a bushel it is possible to give the exact figures on wheat and other grain shipments from last year's crop. This amount shown as inspected here does not include flour or any feed milled west of Winnipeg, but does include wheat milled here or at Keewatin and shipped whether by Emerson or Winnipeg. About seven million has to be added as having been used in the country for seeding and another million for milling purposes, bringing the total crop up to sixty million bushels, including about two million bushels still in the country. Taking an average of 55 cents per bushel for all of this, the country has realized on last year's crop about \$33,000,000. The total amount of grain inspected at Winnipeg from September 1st, 1901 to August 31st, 1902, was 57,500 cars or 462,000,000 bushels of grain, calculating only 30 bushels to the car. This amount is greater by nearly five times what was moved in 1900-1 when only 15,405 cars were inspected here and nearly double that of 1899-00 when 33,663 cars were inspected. The first car of Manitoba's new wheat has been graded No. 1 hard by the chief inspector. A car of new wheat reached the city yesterday from Plum Coulee and graded No. 1 hard. The grade of the new wheat is said to be of a superior quality and has not the slightest trace of "frothbite." It is expected that by the end of this week a number of elevators will open throughout the country, but none that could be learned of were open, as was expected yesterday. The threshers run from two farms at Plum Coulee, Minn., started for Winnipeg yesterday in order to be in readiness to meet the Emperor and Empress on their state entry into that city. Their departure later in the day left Wild Park station by train for Posen. Oswald Burton, a son of Mr. Ashton Burson of Minnesota, was drowned in a pond while duck hunting on Labor Day.

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Corner... heated with a "Sunshine" much heat from the same...

Furnace... little attention, has self-der heater, catalogue.

Elect Member for the Commons... ON ELECTION TAKES PLACE IN DECEMBER

Will Be Issued To Day and Candidates... Will Be Nominated on Fourth of November.

Sept. 3.—The writ for an election in the Yukon was issued by the crown in place to-day...

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CANAL THROUGH PENDER ISLAND IS NEARLY COMPLETED

Will Give Residents a Safer and Shorter Route to and from Vancouver Island.

Over a year ago a petition, largely signed by the residents of several of the islands in the Straits of Georgia...

There has been some criticism in the press of this work, which has been described as utterly useless...

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MT. BAKER HOTEL BURNED TO GROUND

HEAVY LOSS TO THE OWNERS AND LESSEE

Owing to Prompt Action of Host Virtue and His Assistants No Lives Were Lost.

The Mount Baker hotel, one of the most popular and attractive summer resorts in British Columbia...

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SUPPLY IS NOT EQUAL TO DEMAND

SIXTEEN HUNDRED MEN WANTED IN MANITOBA

Action Against Dominion Government to Settle Claim Made by the Prairie Province.

Manitoba, Sept. 4.—The harvest is getting on apace and over 70 per cent. of the entire acreage in the province has been cut up to date...

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NEWSPAPER MEN REACH VICTORIA

EDITOR SHOT DOWN ON HIS DOOR STEP

HE WAS WOUNDED IN SEVERAL PLACES

Attack Followed Publication of Article Reflecting on Reputation of a Young Lady.

San Francisco, Sept. 4.—Fred Marriott, the publisher of the San Francisco News Letter, was shot three times and seriously wounded at his home last night...

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ARRIVED ON CHARMER YESTERDAY EVENING

Received by Mayor, Aldermen and Others—Escorted Through Chinatown.

"Wonderfully impressed with its size and resources," is the general expression of the British newspaper men who arrived last night...

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OPPOSED TO ANY INCREASE IN TARIFF

AN INTERVIEW WITH HON. CLIFFORD SIFTON

As It Stands Manufacturers and Consumers Get Fair Treatment—J. H. Ross May Enter Cabinet.

Ottawa, Sept. 4.—Hon. Clifford Sifton was today interrogated regarding the discussion on the tariff, now going on in the press...

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SEATTLE POLICE HERE AFTER WOMAN CROOK

Their Quarry Now Serving Three Months in the Provincial Jail—Stole in Seattle.

Other crimes are being brought home to Jennie Marshall, the woman who was arrested here last week...

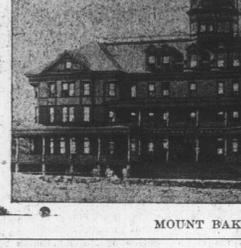
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MOUNT BAKER HOTEL

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CHASED WITH AN OAR. A Photographic Artist's Wrath of a Native on Squah's Reservation.

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UNKNOWN MAN KILLED. Everett, Sept. 1.—An unknown man was killed, it is supposed, by the west-bound Spokane local near the Everett junction just south of the city this morning...

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IA-ALBERNI RAILWAY QUESTION

Survey Will Be Made Immediately, From North End of Cowichan Lake to Alberni.

In connection with the general development of Vancouver is the consideration of a railway from Victoria to Alberni. It is well known that the occasional travellers and those who have penetrated the mountainous region between the Cowichan lake and the Alberni river possess a natural resource, but while no serious proposals there is no reliable information on file as to the character of the country, the extent of the resources, or the value of the land. A bill was passed during the session of the legislature authorizing a survey of a railway from Victoria to Alberni, but nothing further has been done in the matter as yet, and a strong feeling among the merchants of the Nanaimo district is that the survey should be made as soon as possible.

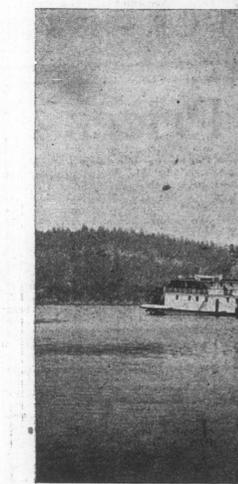
The daily service which her superior speed has enabled her to establish and maintain has placed her in a foremost place of the steamer line between Victoria and Nanaimo. On the route she averages between twelve and fourteen knots, and is able to land passengers for Victoria from Nanaimo at Sidney in time to meet the noon train for this city, and passengers from here for the Black Diamond Bay at their destination on the evening of the same day, in addition to handling

STEAMER SERVICE ON THE COAST.

DESCRIPTION OF THE CRAFT WHICH PLY ALONG EASTERN SHORES OF THE ISLAND OF VANCOUVER.

The steamer Strathcona, which now forms the connecting link between Sidney and Nanaimo and the ports of Crofton and Chemainus intervening in the railway service now provided by the Victoria Terminal Railway Company, has inaugurated a business that has been fruitful of many beneficial results to this city. She is a handsome type of the greyhound river craft with lofty pilot and helm house and stern wheel that propels her with a minimum of vibration, much to the comfort of those who travel on her. But, though built for river service, the steamer has never proved a success on fresh water, because of her heavy draught. This feature in her construction, however, is the very thing that qualifies her for the run which she is now taking. She also has the advantage of a large passenger accommodation as well as a big freight capacity and plenty of power.

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STEAMER STRATHCONA AT PEN DER ISLAND WHARF.

all the freight moving between the various ports of call en route. The steamer was built for the Sitkine river service a couple of years ago. Her builders were the B. C. Iron Works, and her former owners then the Hudson Bay Company. Last spring she was purchased by the Victoria Terminal Railway Company, and on being taken south from the Skeena river, where she lay idle for a number of months, was given an extensive overhauling. No expense was spared in equipping her for the new run. Her machinery was all overhauled, her cabin and state rooms were upholstered and a powerful searchlight was installed for the safe navigation of the steamer on dark nights through the narrow channels through which she has to pass. The steamer has a gross tonnage of 500 tons and a registered tonnage of 375 tons. She has accommodation for 250 passengers, a fact which in itself indicates the size of the vessel. She is commanded by Capt. F. H. Riley, a veteran of the Kootenay lake.

There is perhaps no more popular excursion steamer in the harbor than the City of Nanaimo, which plies between Victoria, Nanaimo and Comox, and incidentally the islands of the east coast. The ship has the advantage of possessing many features which admirably suit her for the excursion business. First of all she has plenty of cabin space, is comfortably appointed, and has excellent steering capabilities. As a general freight and passenger vessel she is well adapted to the run on the east coast,

ESQUIMALT & NANAIMO RY.

A LINE WHICH EXTENDS FOR A HUNDRED MILES THROUGH RICH TERRITORY ALONG THE COAST.

Although almost every point of importance on the Island of Vancouver can be reached by water, travel by railway lines always finds greater favor among many who prefer its expedition and absence from the dangers of sea sickness. The E. & N. railway, running from Victoria to Wellington, has thus ever since its construction, formed a favorite route for touching the different farming districts and lumber and mining camps of the province.

The line was constructed between the years 1888 and 1897 by a company, of which Hon. Robt. Dunsmuir is the leading shareholder. The company undertook to build the line and the telegraph system for a subsidy of \$750,000, together with a large grant of land. The capital stock of the company was \$3,000,000. The road and its equipment was also exempted from taxation for ten years.

The line has proved a great assistance in stimulating the growth of the island territory. It forms a great artery of trade on which are situated such business points as Victoria, with its great shipping interests; Duncan, the base of a large lumbering and agricultural trade; Chemainus, the busiest town on the Island; Mt. Sicker, the best mining camp on Vancouver Island; Crofton, the smelter town; Ladysmith, the progressive young city springing into existence on the Bay; Nanaimo, the seat of the coal trade, and Wellington,

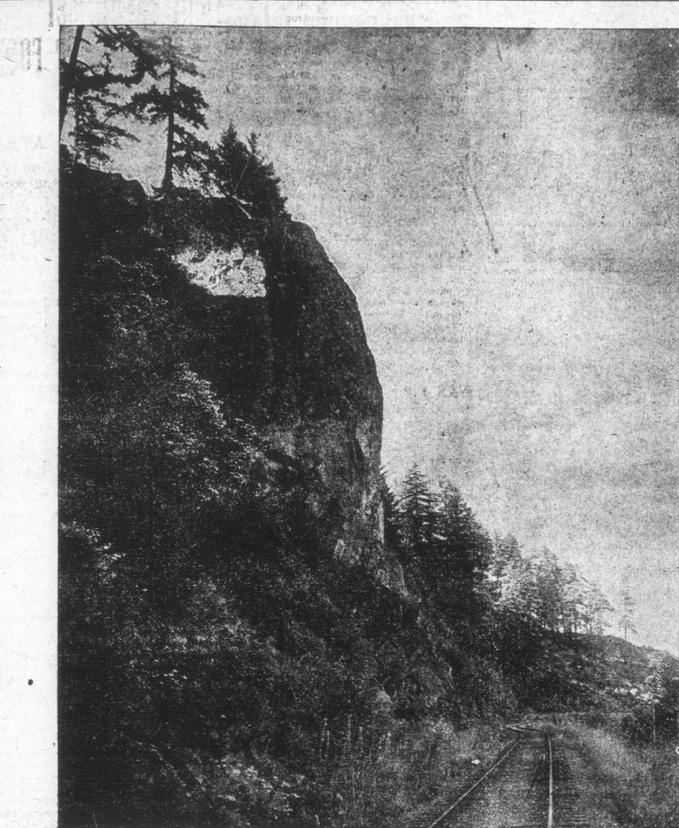
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SCENE ON THE ESQUIMALT & NANAIMO RAILWAY.

manifold beauties and resources of the Island of Vancouver. The rolling stock of the line has recently been augmented by the addition of a number of Pullman cars, where for a trifling additional fee, the passenger may better enjoy the beauties of the road. A transfer barge, operating between Ladysmith and Vancouver, brings unbroken cars across the Gulf from the C. P. R., and enables the E. & N. to bring these cars into the city over their lines. The premier of the province, Hon. James Dunsmuir, is the principal shareholder in the road, of which the general superintendent is Joe Hunter and the traffic manager, Geo. J. Courtney.

hill. In the proprietor of the Lenora these men found a true friend, ready with a word of encouragement, and sometimes with more substantial tokens of good-will. The result to-day is a transformation over the whole face of the mountain, and the contiguous country. A flourishing camp on the summit of Mount Sicker, with two large shippers and a host of smaller properties, a twelve mile narrow gauge railway out to the sea, a fine line to town on Osborne bay connecting round the largest and most complete smelting works in the West—these are the forerunners of an activity in Island development which bodes happily for the Capital City of British Columbia, and



HOTEL SICKER ON SUMMIT OF MOUNTAIN.

THE LENORA MINE. ONE OF THE TREASURE HOUSES OF THE WEST WHICH ENTERPRISE HAS OPENED UP.

The traveller on the E. & N. railway just before the train reaches Westholme station, bound north, passes under a trestle over which a narrow gauge railway is laid. On each side he can deery the tracks of the line climbing the hills. On his right is Mount Richards, over which the line works by a series of switchbacks to the Crofton smelter, on his left Mount Sicker, towering 1,500 or 1,600 feet above the valley, and holding in its heart riches which, in the opinion of some of the cleverest mining and smelting men on the continent, exceed those which when discovered on Red Mountain made a Rossland possible, and started a boom in British Columbia mines the ultimate effects of which were of rather doubtful value to this province.

Perhaps because of that boom, and the reaction which followed, the extent of the riches of Mount Sicker did not create the enthusiasm which it would otherwise have caused. Years ago a fire swept over the summit of the mountain, burning off the timber and the moss, which made prospecting so difficult on this island, and disclosing the iron capping under which the vein was discovered. A number of optimistic mining men, including Henry Smith, of Duncan, planned the vein on the newly discovered property and finally enlisted old country capital in it. But the original locator or owner rarely is the ultimate proprietor, and the Lenora eventually

& N. for shipment to Tacoma smelter. Then, when the Crofton smelter was assured, he carried his railway by a system of switch backs over the summit of Mount Richards, right down to salt water, and the smelter. But this was not all. Not only did Mr. Croft spare neither money nor energy to place the Lenora in the front rank of British Columbia mines, but he extended the open hand of co-operation to every poor fellow who staked on the



LENORA MINE—SICKER HOTEL IN DISTANCE.

continuously shipped ore to Tacoma and Everett smelters. About 30,000 tons have been already shipped. On the dump there are at present about 40,000 tons of second class ore, but amongst these there is a quantity of first class ore which was put on the dump when the mine was first opened.

It is estimated there are between two and three years' ore in sight in the mine; so far about 5,000 feet of tunnelling has been done in addition to the work on the floors which have been opened up. There are three tunnels, and under the No. 3, which is the lowest, a shaft is being sunk to open up the lower levels, as wide as 50 feet. The main ore body is continuous from the entrance of No. 1 tunnel into the Tye claim, which lies to the east. A large body of high grade ore belonging to the north vein has been proved, and is 24 feet wide in the cross-cut; ore from this body is now being stoped, and assays as high as \$525 to the ton have been secured from this body running \$130 in gold, 696 oz. in silver and 14 per cent copper.

A new automatic sorting table has just been completed which works perfectly, and will save a great deal of the cost in sorting the ore. A new 100-horsepower boiler has just been erected, also 100-horsepower boiler, besides this machinery there is an engine for running sorting machinery, and two 25-horsepower boilers, also a 2-drill hand compressor. The hoist inside the mine is driven by air; it is intended to work up levels below No. 3 as quickly as possible.

The formation of Mount Sicker is very easy to work, consisting principally of schistose rocks. In about 14 days the output of the mine will be increased materially, as about 60 tons per day will be shipped to Tacoma and 250 tons to Crofton smelter.

Lenora mine is connected with the smelter by 12 miles of mineral road, ready mentioned, descending for the first six miles 1,400 feet to the E. & N. railway track, then climbing Mount Richards to the height of about 600 feet, and again descending to Crofton, the terminus. The latter portion of the railway is run over a series of switchbacks, the object of building the road between this section of country being that it is of the same mineral formation as Mount Sicker, carrying veins of copper.

This railway will no doubt be kept busy not only with Lenora ore but with that of a number of other mines which are being fast opened up. The Mount Sicker camp is well supplied with timber and the Chemainus river affords a large water supply for electric or other purposes.

The main vein upon which the Lenora and Tye veins were staked has not yet been opened up, but free gold has been found on the surface. It will not be long before this vein is proved by proper development work. On Mount Sicker is situated a first-class hotel, which is unusual in the early stages of a mining camp, and with an altitude of 1,600 feet above sea level, the change from the sea coast of Victoria to Mount Sicker, within three or four hours, ought to be beneficial to those seeking a change of air. It is fitted up with the most modern conveniences, and forms a capital hostelry for those frequenting the mountain.

BURIED BY LANDSLIDE.

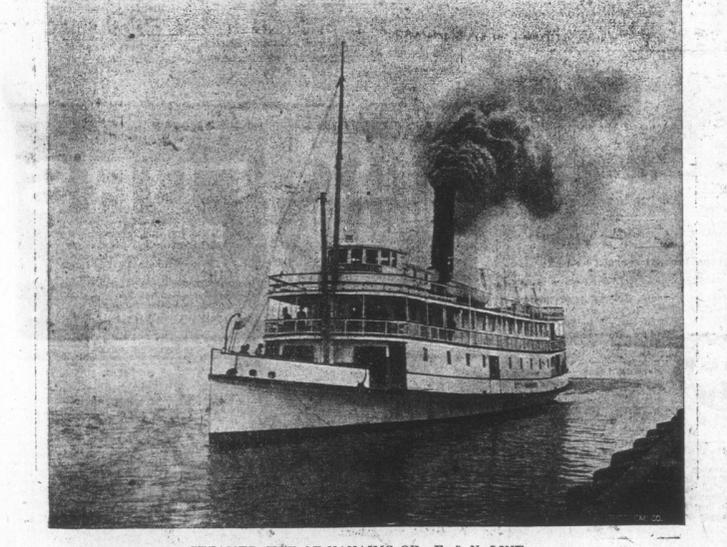
Vienna, Sept. 3.—Correspondence received here from Yildiz, Trans-Caucasia, Russia, gives a graphic account of the disaster which occurred on August 17th, when, as the result of a landslide, supposed to be from seismic disturbances, some 200 villages were destroyed and nearly 700 people killed.

On the northern slope of Mount Kasha the water level of Tinnekau, Early in the morning of August 17th, subterranean disturbances were noted, but the bathers in the hot springs had no idea of a catastrophe, and in spite of warnings continued their bathing. At 7 o'clock of that evening the entire valley where the hot springs are situated, was filled with a deafening roar, rumbling thunder, and loud underground rumblings were heard. The valley stream swelled to the dimensions of a mighty torrent, and sweeping down it carried with it huge blocks of rock and ice. Then the bathers tried to escape, but it was too late. The entire northern slope of Mount Kasha with the glacier above, began to move rapidly.

Village after village was swept away, and everything in the path of the landslide was destroyed. Within a few minutes the valley, which is nearly 12 miles long, had been devastated by a wall of rock, low and earth. The valley was completely filled in some places to a depth of nearly 1,000 feet, by the matter which was hurled into it. A fierce hurricane raged at the time of the landslide, and the bodies and animals were flung by the wind to a great height and dashed against the rocks.

ITCHING, BURNING, CREEPING, CRAWLING Skin Diseases relieved in a few minutes by Agnew's Ointment. Agnew's Ointment relieves instantly, and cures Tetter, Salt Rheum, Scald Head, Boonema, Ulcers, Blisters, and all eruptions of the Skin. It is soothing and relieving and acts like magic in all Baley Runners' Irritation of the Scalp or Rash on drinking tea time. Sold by Jackson & Co. and Hall & Co.

- BIRTHS.**
 Drew street, Gorge road, in Martin, of a son.
 son, on Aug. 20th, the Carley, of a son.
 son, on Aug. 28th, the McLeod, of a son.
 son, on Aug. 28th, the Denver, of a daughter.
 son, on Aug. 24th, the Cadden, of a daughter.
 son, on Aug. 24th, the Nelson, of a daughter.
 son, on Aug. 20th, the Woolsey, of a daughter.
 son, on Aug. 21th, the Orchard, of a daughter.
- MARRIED.**
 BETHCOTT—At Quesnel, by the Rev. P. Volland, Robertson, of Quesnel, and Parker Northcott, of Nanaimo, on Aug. 30th, the Powell, Thomas and Annie Dick.
 son, on Aug. 28th, the H. White, Charles D. and Alice M. Johnston.
 son, on Aug. 24th, the M. Sanford, John and Beth Flath.
 son, on Aug. 24th, the Tanner, David W. and Kate.
 son, on Aug. 24th, the Rossland, H. and Miss Nikolai.
 son, on Aug. 24th, the Laidner, James and Barr, both of Ferguson.
- Y—At Revelstoke, on** ev. W. O. Calder, William and Ada Jane Kelly.
- DIED.**
 son, on Aug. 30th, aged 55 years.



STEAMER CITY OF NANAIMO OF E. & N. LINE.

Made In
 Victoria.
 The Half-Tone Engravings in this number of the Times were made by
The B. C. Photo Engraving Co.

THE CITY FATHERS WENT HOME EARLY

BUSINESS AT COUNCIL MEETING UNIMPORTANT

The Usual Batch of Correspondence and Routine Matters Constituted Last Night's Programme.

The consideration of correspondence and the adoption of a few reports constituted the entire business of the meeting of the city council last night, and these matters were disposed of with unusual but praiseworthy dispatch.

Mayor Hayward presided, and all the aldermen were present, excepting Ald. Barnard, whose turn for a holiday has arrived. The city clerk, who presided in his absence, was conspicuous for his absence. The grouse season has commenced.

The first letter read was from Messrs. Fell & Gregory, who wrote respecting the claim of Mr. McIntosh for damages in respect of the removal of his boat house in consequence of the work being done at James Bay. The writers stated that a previous communication on the subject had elicited no reply from the council. Ald. Vincent thought that the city clerk had been requested to write to Messrs. Fell & Gregory that the Dominion government and not the city was responsible. The Mayor said it was a question whether the city would allow the boat house to be replaced in its old position when the reclamation work was finished. Ald. Yates suggested that if the city had done any damage to Mr. McIntosh he would be compensated. Mr. McIntosh would be referred to the liability of the council in the matter. This was seconded by Ald. McCandless and carried.

Messrs. Hooper & Son asked that the eastern portion of Johnson street, near the Fernwood road, should be made fit for traffic at once. The letter was referred to the city engineer for report as to the cost of the completion of the work, and also the cost of making the road passable.

Messrs. Hooper & Watkins wrote that the plans for certain additions to the Dominion hotel had been laid before the building inspector, who had declined to approve them, and asked that opportunity should be given them to discuss the matter with the council. On the motion of Ald. Yates it was agreed to keep at 10 o'clock on the following morning.

F. W. Grant wrote requesting permission to plant 20 chestnut trees on Chestnut avenue, and to remove an oak tree from the middle of the street. Referred to the engineer for report.

Chas. S. Baxter complained of the condition of the open drain on Jubilee avenue and the box drain on Beacon street into which it ran. It was a question, he wrote, which of the two was the most objectionable. The place fairly reeked, and unless something was done the outbreak of fever might be confidently expected. On the motion of Ald. Worthington the matter was referred to the engineer and the health officer for report.

Ald. Cameron asked that the drain on the south side of Michigan street might also be reported upon. The situation was very bad, and there was already some sickness in the vicinity. This was agreed to.

A long communication was read from Albert Toller, in which the writer stated that the water commissioner's "hash" in 12 distinct and carefully numbered propositions to his own entire satisfaction. Document placed on file.

Winifred M. Davie wrote concerning a vicious dog, which she described as making lawless expeditions from its home at 93 Michigan street and killing or maiming respectable dogs who kept the bad dog in its place. Could not be kept at home. Incidentally, she mentioned that the dog growled at her when she passed him, and she had some doubts about his intention, and to avoid the animal she often had to make a detour at some distance from herself.

On the motion of Ald. Yates, the clerk was instructed to request the chief of police to arrest the growling dog, and the animal is kept out of the streets.

An offer of five mountain goats at \$50 apiece from F. E. Griffiths, of New Denver, was respectfully declined. The park committee being without funds, the C. C. Johnson, superintendent of the market, reported receipts amounting to \$76.40.

The city engineer reported that the alley way between King street and Hillside avenue, concerning which G. W. Anderson had written, was in an impassable condition, and that the necessary work would cost \$250. Referred to streets, bridges and sewers committee.

In regard to Judge Drake's complaint of the fumes from the Victoria Chemical Works, the city engineer and the sanitary inspector reported jointly that the nuisance had been caused by the sulphuric acid chambers, which had now been repaired. A letter to that effect from the management of the works was introduced, and copies of both documents were ordered to be sent to Judge Drake.

The water commissioner reported in connection with the Bannockburn connection with the Bannockburn road, and in connection with the Bannockburn road, and in connection with the Bannockburn road.

The council endorsed the recommendation of the streets, bridges and sewers committee to accept the lowest tender for the wrought iron fittings for the gas pipe at either end of the James Bay causeway.

The following petition, signed by Store Jones, L. G. McQuade, S. J. Pitter, Pither & Leiser and others was read: We, the undersigned, have the honor to bring to your notice the following fact, and to ask your kind consideration thereon: A petition has been signed by upwards of 200 ratepayers, representing more than 1-10th of the assessed value of the city, setting forth that the proposed site under consideration for the building of the Carnegie library are, in the opinion of the petitioners, unsuitable or unavailable, and that lot 20, block 3, situate at the corner of Yates and Blanchard streets, can be purchased for a sum not exceeding \$7,500, and the prayer of the petition is that your honorable body will introduce and pass a by-law to raise by way of loan upon the credit of the municipality, a sum not exceeding \$7,500, to be expended in providing a site for the Carnegie library somewhere near the centre of the city. We have since taken legal advice upon this petition, and we understand that it is doubtful if we can rescind the by-law recently passed to erect said library upon any site now in the possession of the city in order that the by-law outlined and asked for in the petition may, at the proper time, be submitted to the council and afterwards to the ratepayers for their sanction.

In making this request we believe that we are acting in the best interests of the city, and are only voicing the opinion of the majority of the ratepayers who desire to see Mr. Carnegie's money expended on a suitable site nearer to the centre of the city, which it is at present proposed to erect.

We trust, therefore, that your honorable body will allow the matter of the building of the Carnegie library and the proposed site to have a further opportunity of being discussed at another meeting of the council for a sum not exceeding \$7,500.

We have the honor to be, gentlemen, your obedient servants, Store Jones, L. G. McQuade, A. Henderson, T. H. Shottolt, S. J. Pitter, Pither & Leiser, Wm. Wilson, Richard Hall, B. S. Oddy, James Forman, B. S. Heisterman.

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DEVELOPMENT OF VANCOUVER ISLAND

DISCUSSED BY VOTERS' LEAGUE LAST NIGHT

Committee on Cowichan Valley Railway Survey Reports—Increase in the Membership Fee.