

News of the Big Strikes

Pierrepont Morgan Absolutely Refuses to Consider Question of Wages.

Injunction Secured Against the Strikers at Northport to Prevent Interference.

Three of Trackmen Strike Leaders Held on Charge of Criminal Libel.

Pittsburg, Aug. 1.—The third all-day session of the Amalgamated Association executive board has passed without any action being taken on the New York conference peace proposals.

Ukiah, Cal., Aug. 1.—The north-bound stage to Potter Valley was held up and robbed by a lone robber this afternoon, one mile north of Fort Brown and within a half-mile of the stage robbery of 10 days ago.

Seattle, Aug. 1.—An order and temporary injunction, restraining the strikers at Northport, Wash., from attempting to interfere with the employment of non-union men in the Northport mill, was signed today by Judge Hanford.

Montreal, Aug. 1.—(Special)—J. T. Wilson, president of the Brotherhood of Railway Trackmen of America; Joseph Lennon, of Agassiz, chairman of the committee of railway trackmen, and A. F. Stout, of Arned, secretary, appeared before Judge Pagnette on a charge of criminal libel.

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OBITUARY.

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Proposal to Amalgamate

Cities of Columbia and Grand Forks May Become One.

Propositions Submitted by Each City—Boring For Oil.

Grand Forks, B. C., July 21.—(Special Correspondence)—Negotiations for the amalgamation of Grand Forks and Columbia are still in progress.

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Up-to-Date Surveys

WEILER BROS.

Latest Novelties From Paris, Berlin, London

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TELEGRAPHIC BRIEFS.

Dr. Rangel Gardias, at the head of 5,000 men, has revolted against President Castro, of Venezuela. The insurgents are near San Antonio de Tachira, on the Colombian frontier.

The customs receipts of the Dominion for the present month were \$2,274,007, as compared with \$2,414,771, a decrease of \$140,763 over the same month last year, when there was a big rush of imports which were held back from the previous month in order to take advantage of the British preference, which was then increased to 33.3 per cent. In July 1899, the year previous, the receipts were \$1,933,881.

In consequence of the agitation in Albania, Austria has ordered every Garrison in Bosnia and Herzegovina to be immediately placed on a war footing. Additional reinforcements are being sent to the frontier. The British officers on furlough have been ordered to rejoin their regiments.

The American flag of the expedition Baldwin-Zeigler, North Pole expedition, which sailed from Tromsø on July 16, touched at Vardø, Norway, and proceeded on the 20th ult., direct for Cape Flora, Franz Josef Land.

The Spanish ministry of foreign affairs is engaged upon an extradition convention and general treaty of peace and friendship with the United States. The board of directors of the St. Peterburg has decided on the appointment of a receiver for the Donetz-Jureff Metallurgical Company. The liabilities are estimated at 10,246,698 roubles, and the assets at 9,162,712 roubles.

A few minutes after 9 o'clock yesterday morning one of the heaviest rainstorms of the season burst over New York. The rain fall was very heavy. All telegraphic service was much delayed by the storm.

James McCoy and his two children, William, 16 years old, and Edna, 14 years old, were burned to death yesterday in the fire which broke out at 370 Gold street, Brooklyn. Mrs. Mary McCoy, the mother, was probably fatally hurt, falling from a window to the ground. Helen, the 11-year-old daughter, was the only member of the family to escape injury.

Wrecked and Abandoned Steamer Charles D. Lane a Total Wreck on Nunavik Island. Passengers and Crew Reach Nome on Board Schooner Vega.

Port Townsend, Wash., July 31.—(Special)—Steamship Senator arrived tonight from Nome with 175 passengers. Capt. Patterson reports the steamer C. D. Lane a total wreck on a rocky point extending from the west end of Nunavik island. The vessel was running under slow steam in a dense fog, according to the first officer, Thomas Reilly, who was among the Senator's passengers.

She struck at 11:30 o'clock on the night of July 13. The Lane was towing the schooner Vega, which craft also grazed the reef causing her to spring a leak, but she was kept clear with the pumps until the leak was repaired. When it became evident that the Lane was a complete wreck, the crew and passengers abandoned her, and boarded the Vega, which set sail for Nome on July 14.

Forty-nine passengers from the Lane crowded the little schooner, and soon the water was up to the gunwales. After starting for Nome, the Vega encountered a series of calms and head winds.

When 100 miles from Nome two of her sailors and four passengers embarked in a small boat and started for Nome for assistance. Owing to a favorable breeze near Sleds Island, they reached Nome 12 hours after leaving the Vega, and next day the Vega reached her anchorage.

No blame can be attached to Capt. Ames, who exercised every precaution to prevent the disaster, but the currents of the north are treacherous. Capt. Ames and a portion of his crew remained by the wrecked steamer C. D. Lane, who was formerly the steamer Iravaddi, and is owned by the Wild Goose Mining company.

Committed For Trial

The Redoubtable "Captain" Anderson Held Guilty of Cutting Nets.

Sent to Jail to Await Trial—Application For Bail Refused.

Sensational Evidence Given by the Chief Witness for the Crown.

Vancouver, Aug. 1.—(Special)—Capt. Anderson, the accused, said to me that his branch of the union had come to the conclusion to cut nets, and he would cut them.

This was the sensational statement made in Magistrate Alexander's court this afternoon by the chief witness for the prosecution, Isaac Hagman, in the case of "Captain" J. L. Anderson, one of the recent strike leaders, accused of wilful mischief and theft in cutting Hagman's net and taking part of it away.

Hagman was an unwilling witness, but was compelled to appear for the prosecution on Superintendent Hussey's sworn information. Hagman swore that he had suffered no loss, that he made no charge against Anderson; that Anderson cut his net on the night of July 24; he sailed after Anderson's boat and accused him of doing it.

Continuing, witness said, on being accused of the act of cutting the net, Anderson got red in the face and could not look straight at him; that he (Anderson) gave him back the piece he cut off and said, "I'm sorry, I don't know it was you; I thought it was a Jap."

Anderson asked witness if his branch of the union hadn't decided to cut nets. Witness replied to Anderson that he didn't know, and added (referring to Anderson), "I pitted the old man and rowed away and fixed my net differently, to fish in the river with, as I would never attempt to go back to Point Grey, where the cutting took place, again after such treatment, for there was a lot of cutting going on all around there."

Magistrate Alexander committed Anderson for trial, refusing bail. Anderson was committed for trial also on the same charges, but was allowed his liberty on bail, \$500 himself, and two other sureties of \$500 each.

The case has caused considerable comment here, as "Capt." Anderson had done most of the talking at all the recent strike meetings and made the boldest utterances in his adverse criticisms of the canners.

THE SALMON RUN. The fish have arrived in great numbers at Point Roberts, the last stopping place in United States waters before the line is crossed. The traps at Point Roberts are reported full and the waters alive with sockeyes. On the Fraser the run last night was between 40 and 60 fish to the boat. The water was high and blowing and most of the boats returned to shore this morning.

BANK CLEARINGS. The bank clearings for the week ending August 2 were \$31,003, and balance, \$193,000. For the corresponding week of last year they were \$76,254, and the balance, \$233,822.

IT IS UP TO MAUDE. Montreal, Aug. 1.—(Special)—The committee on reception to the Duke of York wrestled with the knotty problem today as to whether the bouquet to be presented to the Duchess should be of red or white roses. As there was no able to come to a decision, the matter was referred to Major Maude, at Ottawa.

Some Serious Accusations. Starting Evidence Given in the New Westminster Jail Investigation. Warden Charged With Misconduct and Misappropriation of Supplies.

New Westminster, Aug. 1.—(Special)—In the jail investigation, now being conducted by Judge Harrison, Rose Gaylord, the first witness, a French woman, and former inmate imprisoned for theft, swore as to irregularities in the jail, and as to notes having been smuggled to her in bread, and passed through the bars, to statements made by her, she said that Warden Armstrong had misappropriated himself with different female prisoners. Recalled this afternoon by Judge Harrison and cross-examined as to statements made by her, she admitted that she could not swear positively to some of the statements she had made, but she swore to her story regarding the warden's irregularities.

George Marshall swore that he had seen vegetables and other supplies which have been used in the jail, sent to outsiders. He could give no dates, however.

Sunt. Hussey of the Provincial Police, is attending in the morning the cross-examination of Mr. G. O. M. Dockrill, of Morris, who is looking after the case on behalf of Mr. George Armstrong, the warden of the jail.

ONTARIO MINE SOLD. The Black Eagle Company Purchases the Regina Mine, Lake of the Woods.

Rat Portage, Ont., Aug. 1.—(Special)—The property formerly known as the Regina mine, on the Lake of the Woods, twenty miles from town, has been acquired by the Black Eagle Mining Company, of London, England, who are now unwavering the mine and hauling it with a view to resuming operations. A thirty-stamp mill is being erected. Frank Erickson is the new manager. The mine is one of the oldest and deepest in Western Ontario. The Regina mine was originally owned and operated by Major-General Wilkinson, G. B., and has produced a large amount of gold.

ARRESTED FOR LIBEL. Montreal, July 31.—(Special)—President Wilson of the International Trackmen, also Jos. Lennox, chairman of the same, were arrested tonight on a charge of criminal libel preferred by R. O. McIntyre, ex-member of the committee, whom they charged in a sensational circular with being a traitor. The accused were remanded for an enquiry.

U. S. TRANSPORT BROKEN DOWN. San Francisco, Aug. 1.—The horse transport Lennox, now out 35 days from Manila, broke down at sea, about 160 miles from port, and the transport vessel, the Slocum, has gone to the rescue. It is not believed that there is any great danger.

THE BASER KIND OF BOER. Daily Mail Correspondent Shows That Murdering Prisoners is No New Thing.

Standeron, June 8, 1901.—One of the idiosyncrasies of the English temperament is a desire to find fault with work well done because it has not been done better.

However satisfied we are with the results of a battle, our satisfaction is invariably tempered by the length of our casualty list, while, on the other hand, if we by any chance effect a movement with little or no loss to ourselves, the doubt will probably occur in the minds of nine out of ten intelligent critics, "Would not this movement of General Blank's have been even more prolific in the direction of the Boer?"

After all, it is only a superficial criticism; the thing that men who open their morning papers in the train, snap across the carriage to one another, in their lamented hearts they know we are doing our best out here—that we don't chuck away lives to get our names into the paper, or crawl on our hands and knees across the yeldt to avoid casualties.

I say all this, because I do not know how you will accept the Vlakfontein-Naampoot fight, accounts of which I have cabled you.

It was near Pietersburg, about 200 miles away from the scene of the fight, when it occurred, and by the greatest luck in the world I heard of it within a couple of hours. As fast as a joggling, I got the news, and I did not know how I could carry me I was on my way back to Krugersdorp a few hours afterwards.

Until I got to Krugersdorp I was not certain whether we were to call this last affair of ours a disaster or a great victory. I am perfectly certain now. It was a victory, and a victory in spite of our heavy casualty list. Not only did we secure the Boer's advantage, but we crippled the farmer—rather, with all the innate cunning that characterized his race, he assisted the farmer to cripple himself.

It was a moral victory also. Abandoning the old methods of dropping the butt-end of a rifle on the wounded soldier's face, when there was some to be gained, the Boer now does his bloody work in the light of day, with in sight of a dozen eye-witnesses, and the stories we have hardly dared to hint, let alone tell, were now a matter of public knowledge.

The Boer murderer yesterday, the old hands are just as fit and just as keen as ever.

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Steel Paddle Wheel Steamer

To be Placed on Victoria-Vancouver Run by the C. P. R.

Defective U. S. Chart Responsible for Loss of the C. D. Lane.

It is the intention of the C. P. R. to tow with each other, by the building of a fast ferry steamer...

Her passenger capacity will be equal to the Islander, which the new steamer is intended to replace.

Capt. Trapp, when sent last night in this regard said that although the particulars given in the dispatch concerning the steamer required by the C. P. R. for the Victoria-Vancouver route were nearly identical with the company's requirements...

From another source an interesting explanation of the probable source of the news given from Vancouver when the time comes to build the vessel, the company will fully consider the question as to where the vessel can be secured...

THE HOME FLEET. Steamer Princess Louise and Queen City Sail—Danube Will Sail for Skagway Tonight.

The waterfront was not as brisk as ordinarily yesterday. At the outer wharf the ship agents...

LOSS OF THE LANE. Cause of Disaster Alleged to Be Defective United States Chart.

Seattle, Aug. 1.—To the wreck of the Charles D. Lane, which was a local marine men which may have a revision of the Alaskan charts on a northwest coast.

DODWELL LINERS. Have Been Formally Transferred to the Northern Pacific S. S. Company.

Goward Wins From Schwengers

Interesting Contests at the Belcher Street Tennis Courts Yesterday.

Arrangements for the Baseball Game on Saturday Afternoon.

There was a large attendance at the Belcher street grounds yesterday, and the tennis was very exciting and well contested.

THE WILLAMETTE. Will Have Cost About as Much as She is Worth When Repaired and Made Ready.

THE FREIGHT-HANDLERS. The Largo Law Being Discharged Satisfactorily With Her Crew—Wages Asked Said to Be Too High.

FOR CHEAPER RATES. Proposal to Charter Steamer to Run Between Victoria and the Sound.

Now that the rates have been raised on the Sound steamer service...

Another close contest will probably be witnessed at the Belcher street tennis courts...

TODAY'S FIXTURES. 12 (noon)—Miss D. Green vs. Miss M. Goward vs. Mrs. M. Twigg; A. Mardis vs. P. A. Scott.

EVERYONE MATCHED. Victoria and Port Townsend Ball Teams to Meet Here on Saturday.

Red Walkers. The sidewalks at Victoria were never in worse condition than at present...

THE MINING ASSOCIATION'S MEMORIAL

In discussing the portions of this memorial which bear upon the relations between the mining industry and the provincial government...

As regards taxation, I am willing to concede that the tax on the production of minerals in British Columbia is very heavy.

Of course the tax on the production of minerals in British Columbia is very heavy, and it is not surprising that the mining industry is suffering from the effects of this tax.

I think that a condition of affairs is rapidly coming about in this province in which the mining industry will be able to secure the more available mineral resources of the country...

As for the memorial, it is a memorial of the mining industry to the provincial government, and it is a memorial of the mining industry to the provincial government...

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Hotel Balmora

Refurnished and remodeled with all modern conveniences. Cuisine and table service unsurpassed.

Wilson Hotel. Yates St., bet. Broad & Douglas Sts. First-class in every particular.

Our Mail Order Department. This is a special feature of our business. All orders are executed with care and promptness.

Our Terms Cash With Order. SATISFACTION GUARANTEED. Write for Prices.

DIXIE H. ROSS & CO. Good Fire in the Morning.

"SUNSHINE" FURNACES. retain fire over night, but do not burn up the fuel—

The "Sunshine" is made in three sizes, and burns coal, coke or wood, giving perfect satisfaction with either.

McClary Manufacturing Co. LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, & ST JOHN N.B.

W. G. DICKINSON & CO. Flour, Feed, Hay, Grain.

93 Johnson Street. Turner, Beeton & Co.

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The Colonist.

TUESDAY, AUGUST 6, 1901.

Published by The Colonist Printing & Publishing Company, Limited Liability. No. 27 Broad Street, Victoria, B. C. PEROVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20c per week, or mailed postpaid to any part of Canada (except the cities) and United States at the following rates: One Year \$3.00, Six Months \$1.80, Three Months \$1.00. Sent postpaid to any part of Canada and the United States.

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One Year \$1.50, Six Months \$0.90, Three Months \$0.50. Sent postpaid to any part of Canada and the United States. TERMS STRICTLY IN ADVANCE.

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All new advertisements and change of advertisement, to ensure their being inserted, should be handed in to the business office not later than 9 p. m. Advertising will be accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

\$10 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

MR. TURNER'S INTERVIEW.

The Finance Minister's contribution to the discussion precipitated by the publication of the Mining Association's Memorial is very interesting and valuable. Colonist readers have had the opportunity of looking at this issue from several points of view, in which respect they are in a position quite different to that occupied by those who only read the other provincial papers. We felt the importance of the occasion and think we have dealt with it in a manner calculated to produce excellent results.

Mr. Turner has shown conclusively that the Memorialists have been extremely reckless in their allegations, and his observations following those made by Mr. McBride yesterday, put the case in a wholly different light to that in which the Mining Association would have it appear. He seems to have completely answered the gravest portion of the indictment preferred by the Association by having in fact left the Memorialists without a leg to stand upon so far as the taxation of mines is concerned. His interview is a very strong, clear and convincing presentation, and it is a matter for profound satisfaction that he has been able to so completely dispose of the only element in the Memorial which, so far as the province is concerned, excited apprehension among the public.

A VOICE FROM NELSON.

Mr. John Houston, M. P. P., and editor of the Nelson Tribune, has grown tired of the existing political status and has set about rearranging things. He would be happy if Mr. Dunsmuir would indulge in a cabinet shake-up, and he nominates the gentlemen who ought, in his opinion, to succeed those who are turned adrift. With becoming modesty he does not mention the name of the member for Nelson as a fit and proper person for a cabinet office, doubtless being of the opinion that the management of the affairs of the city, which he admires with his presence, and the general censorship, which he exercises over the press of British Columbia, are sufficient for any one man, in which view we venture to remark there will be considerable unanimity. One thing which he prefers against the government, as a new constituent, is that none of the ministers, except Mr. Turner, has a personal following, but he omits to specify the strength of the personal following possessed by the gentlemen by whom he proposes to replace Messrs. Prentice, McBride and Wells. It is hardly worth while engaging in an argument with the Tribune on such a subject as this, because it can never be proved whether a man has or has not a personal following. We fancy, however, that it would not be difficult to convince a disinterested person that the Premier can claim considerable support of this kind.

May we suggest that what British Columbia demands in a premier is only that he shall possess the confidence of the country? The value of a personal following in the House is something, but better than that is the knowledge of the members that the country is behind the Premier. Mr. Dunsmuir has never sought to be a personal leader. His ambitions do not run in that direction at all. He does not care at all about political leadership. But he does desire to enjoy the confidence of the people of the province, where practically his whole life has been spent, and where his whole vast interests are centred. As a British Columbian, he would like to be able to do something for British Columbia, and that not for the prestige which would attach thereto, but because he is thoroughly loyal to the province. We feel sure that if he thought his surrender of office would promote in any way the welfare of British Columbia, he would promptly hand his resignation to the Lieutenant-Governor. Such a premier is not concerned about the question of personal following. His only desire is to do what is right. Mr. Dunsmuir

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makes no claim to political sagacity, but he does to political honesty. He has no ambition to make a name for himself as a successful politician, but he would like, while he is in office, to accomplish something for his fellow-citizens.

PRONUNCIATION.

This being the "silly season," the papers are discussing things of a not very pressing character, and one of them is the difference in pronunciation of English words on opposite sides of the Atlantic. Some of the alleged pronunciations in vogue in educated society in England are certainly rather startling, as for example, that of Marbro for Marlborough, the authority in this instance being no less a personage than His Majesty Edward VII. Of course one cannot tell just what is meant by this without knowing just how the writer of the article, in which the statement is made, would pronounce M-a-r-b-r-o. He may give it an intonation very different to what you would, O, more or less gently reader. In the old French chanson the pronunciation of the name of Queen Anne's famous general is as though it were written Marlbrock, but this was probably a Parisian vulgarism, although it had the sanction of Louis XIV., le Grand Monarque. This pronunciation still survives in such parts of Quebec where the song is sung, the air being that very familiar one to which the English words beginning:

"We'll not go home till morning," are set. Originally this air was a boat-song of the Seine watermen, and so when in a jolly moment you give vent to the catchy refrain, you may know that you are singing an old French classic, which is older even than "Sally in Our Alley," or "God Save the King." It is just possible that we are not correct in the reference to the National Anthem, for although the claim is made that the author of both these latter airs lived in the early part of the eighteenth century, it seems to be well established that an air very similar to it is sung by all the great races of Central Europe, including even the Hungarians. Now Prof. Muller argues that because the word "cat" in a modified form is found in all the Indo-European languages applied to the "harmless necessary" household creature of which Goldsmith (It was Goldsmith, wasn't it?) writes, we may infer that cats were domesticated before the several branches of the Indo-European race broke away from the parent stem, so we may argue that our National Anthem being the common property of so many peoples, was sung in the days when the Tower of Babel was in course of erection. But this is only by the way, and we have certainly strayed some distance from the subject of this article, and can only plead in justification that we said at the outset that this is the silly season.

But to return to our muttons, as they used to say in "Gay Paree," the divergence in pronunciation between England and the United States, and perhaps we might say in Canada as well, is due to the fact that in England usage settles the pronunciation, while in America the dictionary is the test. Now, as every one knows, it is impossible to convey an accurate idea of pronunciation by letters. For example: You can no more express by letters the best pronunciation of the word "girl" than you can that of the French word "Monsieur." People spoke English properly long before any one thought it necessary to write a dictionary. In the good old days when the noble army of "gentlemen adventurers," of whom Kipling tells us in his "Song of the English," were conquering those Dominions beyond Seas, of which His Majesty is to be crowned King next June, there was liberty in all things, including spelling, and no man felt bound by that abominable conservatism lamented by Artemus Ward, which prohibits him from spelling the same word in more than one way. Britons continued not to be slaves in this respect until the year 1721, when some evil spirit entered into the soul of a man named Bailey, and he got up a dictionary. A hundred years before a misguided person named Cockran perpetrated a somewhat similar crime, but after two small editions his book dropped into a deserved oblivion. Bailey fastened the tentacles of orthography upon the nation, and that terrible Doctor Johnson completed the work of subjugation, and since then people have been restricted to one way of spelling words, and that not the way they would like to spell them, but according to certain specifications laid down for them by some one, whom they never asked to interfere in the matter. When it came to pronouncing words, the Briton refused to bow his stubborn neck, and he went on sounding them just as he pleased, but on this side of the water the dictionary makers attempted successfully to control not only the pens, but the tongues of the people. In 1828 Noah Webster felt moved to write a dictionary. It was a great work, full of erudition and other things. That was before the day when contemptuous Britons used to ask: "Who reads an American book?" for American literature had not been born. Webster's Dictionary was the first assertion of intellectual America to rank beside the best intellect of the Old World, and Webster's fellow-countrymen accepted his work as a standard for everything dealt with between its covers. If he said that a word was to be pronounced in a certain way, it was so pronounced, and three or four generations of school ma'tams have been impressing it upon the young and rising generation ever since. Meanwhile in England, usage has been determining pronunciation, and usage varies not only with every generation but with locality. Lord John Russell is credited with having certain very old-fashioned forms of pronunciation, which grated harshly upon the ears of his contemporaries. The King's English may possibly not be the best English. If he drops the "t" out of Marlborough, we should think it was not. However this may be, names do not afford a fair test. Down on Cape Cod there once lived, and he may live there now, an old sea-dog whose name was spelled "Drownshill," and was probably derived from the fact that the arms of his family were a crown in a shield. One day he was summoned as a witness to Boston, and when his turn came, the clerk of the court, wise in the "dearly love," called for John Crown-

to come up and be sworn. The gallant captain sat in his place, although called several times, until at length the counsel came to him and told him to take the stand. The judge asked him why he did not answer to his name, and he said he did not hear it called. Asked what his name was, he replied: "Drownshill." This will remind some readers of the American girl who said that there was a family in England who wrote their name Majorbanks and pronounced it Chumley.

Probably the long-suffering reader has by this time concluded that he is not going to learn much about how to pronounce words from this article, and he can bet what he likes on that proposition. But we cannot help it. It is demonstrable that our forefathers said "tetch" when they meant what we mean when we say "touch." Hence it is right to speak of a person easily irritated as one who is tetchy, and we can quote Shakespeare as authority. Now what is the use of attempting to give rules for guidance in pronouncing such a language? In religious matters it has been said that the heterodoxy of one generation is the orthodoxy of the next, and so in pronunciation, the correct style of one century is the vulgarism of the next, or vice versa, and you do not always have to wait for anything like a century for the change.

THE MINE-OWNERS' MEMORIAL.

The memorial presented to the Governor-General by the Mining Association was a document of such exceptional character, that we deemed it advisable to treat it in an exceptional manner. As we have already said, the case seemed one for a presentation of facts rather than the expression of opinions. If the Memorial is justified by the facts as they exist, it is the duty of those responsible for the policy and legislation of the country to make the necessary changes without delay. If it is not justified by the facts, that is demonstrable, and it is the duty of the Colonist to demonstrate it, not because it supports the provincial administration, but because it owes a duty to the province. We therefore thought it advisable to obtain an expression from a disinterested source, and asked Mr. Bogle for his views on the points raised by the Memorial, telling him that he had a perfectly free hand. Mr. Bogle has given us two papers on the subject, both of them well worthy of the most serious consideration. As he was not tied in any way by instructions, so the Colonist must not be considered as being bound by any views which he expresses. We think all readers will concede that the facts presented by Mr. Bogle are at least calculated to convince the public that there are two sides to the questions raised by the Association, and that it would have been far more in the public interest if the promoters of the Memorial had kept its contents from the public. With every desire to do the fullest justice to the members of the Mining Association, we cannot but think that they were very badly advised in sending broadcast such a document. The case was surely not so absolutely clear, or the emergency so critical, that it was necessary to resort to methods which are almost revolutionary in the character of the relief sought and the effect they will produce upon the industry in whose behalf the Memorial was prepared.

We hope to be able tomorrow, and if not on the following day, to lay before our readers an official statement from the Minister of Mines on the points dealt with in the Memorial, and also what the Finance Minister may feel it necessary to say on the question of provincial taxes as applied to the mining industry. Having done this, we think the Colonist readers will be in a position to arrive at a reasonable conclusion in the premises, and we shall endeavor to assist them in so doing. As Mr. Bogle says in his letter, which we print this morning, the great question involved far transcends what we ordinarily call politics. It is first and foremost a business issue, and must be dealt with as such. We shall be glad to hear from any correspondents who feel able to cast any light upon the questions raised. Now that the issue has been brought forward so prominently, let all interested in it lend their assistance towards its solution.

A VAGUE SCHEME.

We find in the papers a story of a proposed railway which is to cross Alaska and Siberia. It is to start at Circle City and end at Vladivostok. It is to be about 4,000 miles long and is to cost \$200,000,000. What particular object is to be attained by starting a railway at Circle City to go anywhere is not explained. There may be some reason for it, but it is not visible to the naked eye. If the object is to provide an all-rail connection between the American and Asiatic railways, the line will have to come a long way south of Circle City, and it is not particularly clear how a French-American enterprise, as the promoter describes it, is to be extended from Circle City to the nearest United States railway without Canada having something to say on the subject. It is likewise not obvious where the local traffic would come from to sustain a line of railway 4,000 miles long through such a region as would have to be traversed between Circle City and Vladivostok. If the object is to send cars from America to Asia without change, there is a much easier way of doing it. To be able to pay 4 per cent on a capitalization of \$200,000,000, a railway running through such a region would have to earn at least \$80,000,000 a year, and to this would have to be added the amount which would have to be earned to pay interest and operating charges upon the 2,000 miles necessary to connect the Circle City terminus of the line with the American continental system. This would cost at least \$70,000,000, and the line ought to earn at least \$10,000,000 to pay those charges. That is the whole line from the nearest point in the United States to Vladivostok would have to earn at the lowest estimate \$40,000,000 a year, or two-thirds as much as the 17,250 miles of railway in Canada earn.

We have said that if the point aimed at is to transfer goods from America to Asia without breaking bulk, there is another way. For \$300,000 a steamship can be constructed that will carry a train of thirty loaded cars across

the Pacific, but as the coal consumption would be large, and it would therefore be necessary to provide abundant space for fuel, we may put the cost of the vessel at \$500,000. This is not a matter of guess-work. The car-ferry steamer "Pere Marquette," now plying on Lake Michigan, could do this very thing, if her coal capacity were sufficient. Suppose that we have thirty such steamers, so that one may leave each side of the Pacific daily to ply to a British Columbia port. The thirty boats would cost \$15,000,000, and 4 per cent on this would be \$600,000. Put down \$300,000 a month, or \$6,000,000 a year, for insurance and operating expenses, and we allow \$400,000 for expense of management, and we get \$7,000,000 a year as against \$40,000,000 which the railway would have to earn. The company operating such a line could afford to pay \$3,000,000 insurance on freight carried on such steamers and yet have a margin of \$30,000,000 as compared with the proposed railway. The ferry transfer could run all the year round, but it is open to doubt if the railway could. There would be no through passenger business on either line. Under these circumstances, we think, this Alaska-Siberian railway is yet some distance in the future.

The story reminds us of one that was given to the public in Seattle by the Post-Intelligencer of that city about six years ago. It was about a similar scheme, and the promoter was on hand as an evidence of good faith. As a further evidence of good faith he got a number of possible contractors to cash his checks. As a further evidence of good faith he was subsequently sent to the Oregon state prison. This genius had several alleged titles, and he was backed, so he said, by Li Hung Chang, M. DeWitte, the Russian Finance Minister, the Shah of Persia and a few other people of that kind. We do not suggest that any of the persons named in connection with the proposed scheme are of the same class as this promoter, but in case they might like to get his views on the proposed railway, it might be possible to obtain his address on application to the warden of the Oregon penitentiary.

THE SAN FRANCISCO STRIKE.

The strike in San Francisco is a very serious affair. It was something in the nature of a surprise to be told yesterday that the strikers had permitted the light-house tender to be coaled. What sort of conditions have arisen, when any organization can undertake to say that the public service shall or shall not be carried on? We do not care to express opinions on the nature of issues on which we are not informed, and consequently cannot undertake to pronounce upon the justice of the case involved in the strike; but this we do know, namely, that organized society will shortly become more than this he could not be expected to do in the absence of official data, and the fact that he cannot is a strong argument for the return which the mine-owners object to give. We are at a loss to see why such returns should not be given. If they do not conflict with the business of mining in other countries, why should they do so in British Columbia. It will puzzle those who object to them to give a satisfactory answer to this question. We hope to be able to present tomorrow the views of the Finance Minister upon the aspect of the case relating to taxation, and we fancy that when this has been done there will be little left of the Memorial calling for serious consideration, except the mischief that has been done by making public so ill-advised a document.

CANADIAN-ENGLISH.

A writer in one of the leading reviews some years ago treated of the process whereby the Canadian Frenchman became changed to the French-Canadian. His point was that there is such a thing as a Canadian, who is not a Frenchman, although he may be of French descent. So, too, there is such a thing as a Canadian, who is not English though he may be of English descent, and Canadians also, who are of cosmopolitan ancestry. Therefore for the purpose of this article we have coined the term Canadian-English, meaning thereby all those Canadians, whatever their ancestry may be, who are not French-Canadians. No one can hope to understand the Canadian character, who does not recognize what is meant by this term and take account of the peculiarities of these, the majority of the population of the Dominion, exclusive of the French-speaking element. The Canadian-English do not call themselves colonists. If they refer to Great Britain as the Mother Country, they mean the term in a political sense and no other. Most of them have not a single known relative on the eastern side of the Atlantic, so long have they and their families been in the New World. Canada is their home land. They know of no other, and have no desire to know of any other. In the majority of cases they have been for a century, and in some cases for more than two centuries, land-owners, with the sense of individuality which comes from that fact. They do not recognize class distinctions, and tables of precedence are to them a weariness, valuable only in so far as they secure order and decorum. The official class are regarded by them as public servants, people who are employed to do certain things because it is necessary that they should be done. A summons to a cabinet council in London notifies His Majesty's "servants" to be present at such and such a time and place. What the ministers are in the United Kingdom to the King, so to the Canadian-English the official class are to the people. The Canadian-English recognize no distinction between churches before the law, however they may look at the matter from the standpoint of creed and doctrine. The Canadian-English are democratic in the broadest sense of the term. Existing side by side with these characteristics, and in spite of the long time which has elapsed since they had any family ties with the United Kingdom, and growing stronger as the political ties have been relaxed, is an abiding love for British connection, a loyal affection for the reigning house, and an abiding faith in British institutions. The combination is difficult to appreciate because there is nothing with which to compare it. There are people living in Canada today, whose ancestors have been in America for more than two centuries, but who are just as good Britons as any man to be found in the United Kingdom. We have spoken of this before, but it is just as well to mention it

CITY DEBENTURES.

We draw attention to the fact that Monday is the last day for receiving tenders for the municipal loan authorized by the by-laws recently passed. A number of bids have been received, and a considerable portion, if not the whole, of the loan will be placed in the city, and the object of this reference is to remind persons, who may care for this particular kind of investment, that the time is very short to avail themselves of the opportunity. Some time ago Mayor Hayward, in a letter printed in the Colonist, drew the attention of Savings Bank depositors to these debentures, and made an argument to show how much more advantageously money can be placed with the city than with the Dominion. He showed that the net returns from the investment of the amount of the new loans, \$268,500, in the Dominion Savings Bank would be \$6,712.50 a year, while the net return on the same sum, if invested in city debentures issued under the new by-laws, would be \$10,712.50, supposing in each case that one person held the whole amount. If the investment were divided up among a number of holders, the amount, if invested in the Savings Bank, would yield as above, but the debentures would yield somewhat more, owing to their being exempt from the income tax. It would be a very satisfactory thing to be able to say that the whole issue had been taken up at home, and while we do not urge any one to bid for the debentures on that account alone, such a consideration ought to have some weight in leading investors to come to a decision favorable to the city securities.

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THEAT MINING MEMORIAL.

We print this morning an interview with the Minister of Mines in regard to some of the allegations made in the Memorial of the Mining Association. The statements made by the Minister strongly emphasize the position taken by the Colonist, when it said that the members of the Association were badly advised in making public any such assertions as those contained in the document which they have laid before the Governor-General. That Association very properly has its own interests at heart and may use every lawful means of advancing those interests, but it is questionable if they have not greatly overstepped the mark which prudence would prescribe as a reasonable limit. They have proved too much, for if what they say can be established, they have given a black eye to every mining investment in the province. They have also taken an attitude calculated to create the impression in the public mind that they want such legislation as will give the kernel of mining to themselves and leave only the husk for the rest of the people. The public are naturally predisposed to sympathize in any reasonable effort made by the mine-owners to remove actual disabilities and grievances under which the mining industry may labor, but statements of the irresponsible character, which the Minister shows many of those in the Memorial to be, may create a prejudice against those advancing them that may not be readily overcome. To spring such a Memorial upon the public seems like an effort to accomplish something like a coup d'etat, but it is more likely to prove a rebuff.

The Minister shows very conclusively that the complaints made by the Association in regard to recent legislation are utterly unfounded, that he exercised every precaution possible to ascertain the wishes of mine-owners and miners, and that he did all that any man, feeling the responsibility of his position, could have done to bring down such legislation as would serve the best interests of the very important industry coming under his supervision. We direct particular attention to what he says in regard to the signal code. Surely in view of what he states, the mine-owners have no occasion to find the want fairly, and are in fact stepped from complaining of the enactments on this subject.

The Minister speaks strongly upon the causes which have led to the existing depression in mining. It requires considerable courage for a man in political life to call a spade a spade in this fashion, but the mine-owners have set the example of plain speaking, and it is on the whole a good thing. There is no sense in mining matters about questions of such vital importance to the province.

The Minister feels able to corroborate in a general way the statements made by Mr. Bogle as to the progress made by mining during the current year. More than this he could not be expected to do in the absence of official data, and the fact that he cannot is a strong argument for the return which the mine-owners object to give. We are at a loss to see why such returns should not be given. If they do not conflict with the business of mining in other countries, why should they do so in British Columbia. It will puzzle those who object to them to give a satisfactory answer to this question.

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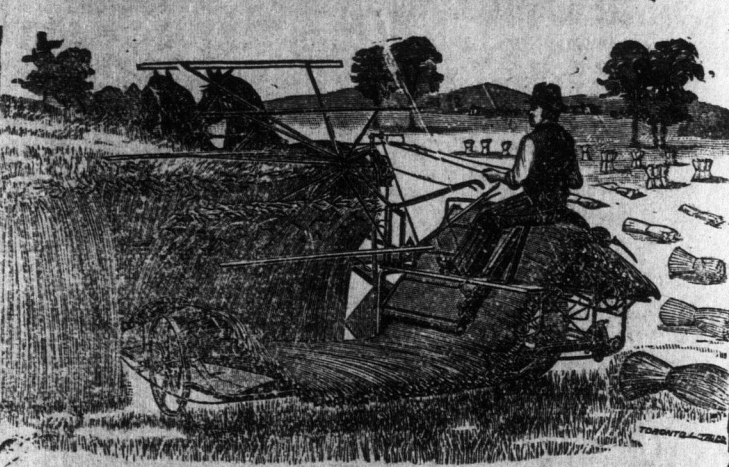
CITY DEBENTURES.

We draw attention to the fact that Monday is the last day for receiving tenders for the municipal loan authorized by the by-laws recently passed. A number of bids have been received, and a considerable portion, if not the whole, of the loan will be placed in the city, and the object of this reference is to remind persons, who may care for this particular kind of investment, that the time is very short to avail themselves of the opportunity. Some time ago Mayor Hayward, in a letter printed in the Colonist, drew the attention of Savings Bank depositors to these debentures, and made an argument to show how much more advantageously money can be placed with the city than with the Dominion. He showed that the net returns from the investment of the amount of the new loans, \$268,500, in the Dominion Savings Bank would be \$6,712.50 a year, while the net return on the same sum, if invested in city debentures issued under the new by-laws, would be \$10,712.50, supposing in each case that one person held the whole amount. If the investment were divided up among a number of holders, the amount, if invested in the Savings Bank, would yield as above, but the debentures would yield somewhat more, owing to their being exempt from the income tax. It would be a very satisfactory thing to be able to say that the whole issue had been taken up at home, and while we do not urge any one to bid for the debentures on that account alone, such a consideration ought to have some weight in leading investors to come to a decision favorable to the city securities.

The H. B. A. Vogel Commercial College

E. O. Box 247 Vancouver, B.C. Teach through office methods entirely and use no text books or "system" for bookkeeping. We teach and place our students into positions in six months. Short-hand and typewriting. Send for illustrated prospectus.

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With the Very Latest Improvements

SEE THEM BEFORE YOU BUY

E. G. PRIOR & CO., LIMITED.

SOLE AGENTS.

Victoria, Vancouver, Kamloops.

Builders' Hardware

WE CARRY A FULL LINE OF

LOCKS SASH LOCKS TAR PAPER TAR FELT

SHEATHING NAILS SASH CORD SASH WEIGHTS, Etc

THE HICKMAN TYE HARDWARE CO. LTD.

32 and 34 Yates Street, VICTORIA, B.C.

TELEPHONE 59.

P. O. DRAWER 613.

Week of Bargains

BOOTS AND SHOES

As You Like Them! Prices to Match!

- 80 pairs child's Slippers, per pair 10c
60 pairs Misses and Boys' Slippers, pair 15c
115 pairs Ladies' Slippers, per pair 20c
76 pairs Men's Working Boots, per pair \$1.00
69 pairs Men's Dongola Bals, per pair \$1.50
30 pairs Ladies' Dongola Oxford, small sizes, per pair 50c
90 pairs Men's Box Calf Bals, per pair \$1.75
60 pairs Misses Dongola Pebble Buttoned, per pair \$1.00

All Goods Marked Away Down!

Don't waste time, come quick, if you want to be shod. If you don't want any now, tell your friends to go to

JIM MAYNARD'S

DOUGLAS STREET, OPPOSITE CITY HALL

Don't Ask For Tick! Strictly Cash Sale!

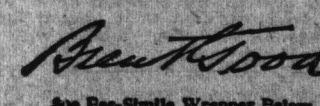
again, because until it is appreciated fully, the Canadian character and the relations of the Dominion to the Empire will not be understood.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of



See Face-Stimle Wrapper Below.

Very small and so easy to take as sugar.

FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLAINT

CARTER'S LIVER PILLS. GIBBS' EGG HEADACHE.

Notice is hereby given that all the unappropriated Crown lands situated within the boundaries of the following areas are hereby reserved from pre-emption, sale, or other disposition, excepting under the provisions of the minor laws of the province, for two years from the date hereof, pursuant to the provisions of subsection (5) of section 41 of the "Land Act," as amended by section 6 of the "Land Act Amendment Act, 1901," to enable the Cassiar Power and Industrial Company, Limited, to select therefrom timber limits for wood pulp and paper manufacturing purposes, as provided by an agreement bearing date the 30th day of July, 1901, viz:

RESERVE.

Areas numbered from 1 to 40, inclusive, upon a chart filed in the Lands and Works Office (numbered 4290-01, and thereon colored red, which areas are situated on the east and west shores of Observatory Inlet, on both shores of Hastings and Alice Arms, on the east shore of Portland Canal and Portland Inlet, on both sides of Hutzy-maten Inlet, on the Naas Bay and River, and on islands in said waters; containing in the aggregate about 126 square miles.

W. S. GORE, Deputy Commissioner of Lands and Works, Lands and Works Department, Victoria, B. C. 30th July, 1901.

The New Electric Hot-Air Baths

Or localized application of superheated dry air for the treatment of enlarged and stiffened joints caused by rheumatism and gout; also for sciatica, lumbago, neuritis, sprains, etc. Terms and testimonials upon application. 40 KANE STREET, Victoria, B. C. Telephone 701.

Rates Have Been Raised

Fares Between Victoria and Seattle Advanced to Two Dollars.

Freight Rates Also Advanced—Steamer Willamette has been Floated.

The rates on the steamers running from Victoria to Seattle were advanced yesterday. After a rate war which has been prolonged for ten months between Dodwell & Company on the one side and the Alaska Steamship Company on the other, the day of the two-bit and four-bit fare and from Seattle passed at midnight yesterday, when the new rates became effective. The new schedule of rates, which apply on all three steamers running from Victoria to Seattle, is as follows: From Victoria to Seattle, or vice versa, \$2, and for the round trip, \$3.50. The new fares show a reduction of 25 cents between Victoria and Port Townsend and of 50 cents between Victoria and Seattle, the decrease being compared with rates existing prior to the commencement of the rate war which has been prolonged so long. The rates prior to the war were \$2.50 for Port Townsend and \$3.00 for Seattle, and for the round trip \$4.

The freight rates have been placed at the same scale at which freight was carried before the rate war came into force, the rates ranging from \$1 to \$2.50, according to the classification of the freight. For the past ten months the freight has been carried at fifty cents per ton, regardless of classification, and local merchants who saw the prospects of the advance which went into effect at midnight yesterday, have been waiting largely of late, the steamers having been delayed daily because of the heavy freights.

The conclusion of the rate war will without doubt have the effect of bringing a change in the present schedule of the three steamers on the Sound route. In all probability the Utopia will be withdrawn before the commencement of the rate war, the steamer North Pacific and Rosalie will hardly be continued on the same schedule as the other two, which are to be run and after the evening, one arriving in the afternoon as at present, and leaving at the same time as now, or at 10 o'clock, while the other will arrive in the morning, and sail about 8 or 9 a. m. There may, too, be other changes in the service, for with the increased rates it is generally believed that within a few days the service will be improved by the addition of other larger and better equipped passenger steamers.

STRIKE AFFECTS SHIPPING.

San Francisco Labor Troubles Will Have Bad Effect on Freight.

The latest phase of the strike at San Francisco, the sailing of the City Front Federation, including the sailors, longshoremen, marine firemen, steamer and ship joiners, painters, etc., will have a bad effect, for after the sailing of the steamer Walla Walla, which left the Golden Gate on Tuesday for this port, and is due here on Friday, the steamer will be in common with other vessels, will be tied up, and the merchants who import merchandise from San Francisco will be unable to receive their goods. Local wholesalers and fruit-dealers have been importing large quantities of fruits, vegetables and such goods from San Francisco, and the delay will be seriously affected by the stoppage of the shipping at San Francisco. The collier fleet will also be affected, for the steamer carrying into the Golden Gate after the commencement of the strike will be unable to secure men to unload them.

The local longshore trouble remains in statu quo, the fact that the completed discharging her naval stores at Esquimaux with the ship's crew yesterday afternoon, and will come around to the Outer wharf, where she will be towed to the Outer wharf.

OVERDUE TRIPS.

Brablock Making a Long Passage From The Orient—Another Overdue.

The British ship Brablock is now out 80 days from Hongay, a small port on a short distance from Kanton, and is expected to arrive in Victoria on the 20th of the month. The average passage from that part of the world to the Columbia river is about 45 days, and it is frequently made in this region. For this reason there is some apprehension over the safety of the ship, and if she is not reported within a few days she will be a good subject for insurance. Another of the Portland grain fleet chartered for the coming season is already on the overdue list, and heavy insurance is being paid on it. The fact that the British ship County of Haddington, which sailed from New York for Shanghai with cargo for this port, is now all of the other ships which left New York for the Orient port with the County of Haddington have reached their Oriental destinations. The ship is quite well known as a fast sailor, and ordinarily would have made the passage in 120 to 130 days.

THE WILLAMETTE FLOATED.

Vessel Being Made Ready to Proceed to Seattle.

Nanaimo, July 31.—(Special.)—Steamer Willamette was floated on Monday evening, and is now receiving final repairs and taking in ballast for steaming to Seattle. They got the engine room forward of the pilot house patched and cemented, pumped out the water in the after compartments, and with two tugs hauled her off of high water. It is expected she will take a seven-day run to put her in order for the trip to Seattle.

The preparations to float the Willamette were completed on Saturday, as reported by officers of the steamer City of Nanaimo on her arrival on Saturday afternoon, the hull of the steamer having been eased in large timbers, twelve by twelve and eight by eight, and other of the Pure Sound Tugboat Company's vessels were summoned to the assistance of the steamer by telegraph, and they hauled her up, after many months work by the Moran wrecking crew.

Management.—The management of the steamer City of Nanaimo, which was towed to the pier by the tugboat company, is being managed by Mr. J. H. Brown, who has been in charge of the steamer since it was towed to the pier. Mr. Brown is a resident of Victoria, and has been in charge of the steamer since it was towed to the pier.

SUPERINTENDING REPAIRS.

One of Canada's Oldest Shipbuilders in the City on Visit.

One of Canada's oldest and most widely known shipbuilders, Mr. David Lynch, registered at the Hotel Victoria, he having been on the coast for seven or eight weeks, looking after the repairs to two ships which he built himself, the Highlands and the Low Wood. The last named vessel has undergone extensive repairs at the Marine Railway, and is now ready to be ready on Saturday, when she will go to Vancouver to load lumber for Buenos Ayres. The Highlands was in the dry dock for repairs, and she was towed to sea last Saturday. She is bound for Cape Town, with lumber. The Bark Stillwater was repaired at Tacoma, and the Mary Trout at Fort Steele.

Speaking of Bullen's Marine Railway, Mr. Lynch said it was one of the best on the northwest, and the managers take quite an interest in giving satisfaction to the clients. He has been engaged in looking after the company's interest at Tacoma and Port Gamble, and came here to superintend the repairs to two ships which he built himself, the Highlands and the Low Wood. The last named vessel has undergone extensive repairs at the Marine Railway, and is now ready to be ready on Saturday, when she will go to Vancouver to load lumber for Buenos Ayres. The Highlands was in the dry dock for repairs, and she was towed to sea last Saturday. She is bound for Cape Town, with lumber. The Bark Stillwater was repaired at Tacoma, and the Mary Trout at Fort Steele.

MONTH'S FIRES.

Heaviest Losses for Some Time Occurred During Month of July.

Nineteen alarms were sent in to the fire department, during the month of July, the majority for beach and grass fires. Bathers or picnickers who did not extinguish their bonfires before leaving were responsible for these. If caught, the offenders will be punished, as fires like these are likely to become extremely dangerous. Some of the most of more than the ordinary extent, Leigh's sash and door factory blaze and the fire in the basement of the Westside. In both cases, the firemen had to fight but they managed to prevent the fire from spreading.

A still alarm on July 4, was the first one for the month. A grass fire in a field on the corner of Menzies and the fire department, needed the firemen's attention, but no damage was done.

An alarm was sent in from box 27 on July 5. There was a blaze in the stable on the corner of Menzies and the fire department, but it was extinguished before any damage could be done.

Another still alarm was turned in on July 6, the fire being on the beach near the corner of Menzies and the fire department. The loss was about \$3,000.

On July 11 a beach fire at Foul Bay was put out without any loss. On the same day the firemen went to a house on the corner of Menzies and the fire department, but no damage was done.

A still alarm on July 14 sent the firemen to 137 Menzies street. A spark from a boiler had started a fire in the roof, but no loss resulted.

On July 17, a grass fire on Simcoe street, between Montreal and St. Lawrence streets, kept the firemen busy, but comparatively little damage was done.

On July 18, the most serious fire took place. This was in the basement of the corner of Menzies and the fire department. The loss was about \$8,000.

On July 23, there was a chimney fire on the corner of Blanchard and Pioneer streets, and on the evening of the same day a fire in the roof of the corner of Menzies and the fire department. The loss was about \$3,000.

On July 25, there was a grass fire in a field at the Work Estate, and on July 27, another fire at Point Ellice bridge, between Menzies and the fire department. The loss was about \$3,000.

Yesterday there were two grass fires, one on the Indian reserve and the other on the Burnside road.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 24th to 30th July.

The weather throughout the whole of the past week has been of the general summer type, the characteristics of which are: high barometric pressure over British Columbia and the adjoining States, light to moderate winds from the Pacific coast; high barometric pressure over British Columbia and the adjoining States, light to moderate winds from the Pacific coast; high barometric pressure over British Columbia and the adjoining States, light to moderate winds from the Pacific coast.

In California and the States of the Pacific coast, the temperature reached 100 degrees. In the Territories and Manitoba has been fine and clear, with a few showers. In the Territories and Manitoba has been fine and clear, with a few showers.

Further east at Port Arthur an inch and a half of rain fell on the 26th and 27th. In the Territories and Manitoba has been fine and clear, with a few showers.

At Barkerville the rainfall was 24 inches, the highest temperature, 72 on the 20th; lowest, 38, on the 24th, 25th and 26th.

IN PHOENIX CAMP.

For the first time in the history of the Boundary country the largest mines in this section, the Old Ironsides, Knob Hill and Victoria, were closed last Sunday. The strike was in honor of the late Mr. J. H. Brown, who has been in charge of the steamer since it was towed to the pier.

In the closing days of July she will be looked for her moorings at the East India dock, and will sail away to Melbourne, where she will drop a dog's head in the water. The steamer will be operated by the Victoria Pacific, and will carry a complement of 200 men. The steamer will be operated by the Victoria Pacific, and will carry a complement of 200 men.

Trondheim, who also secured Nanaimo's dog's head, and a dog's head from the King of Sweden and Norway for his services. They are lodged at the Zoological Gardens, and leave England for Melbourne in a day or two.

ROMANCE OF THE "DISCOVERY"

How the South Pole Ship is Equipped for Her Task.

From London Daily Mail.

The Discovery, the wonderful ship which is to bear a gallant company of Britishers on a voyage of adventure to the Antarctic, is now being externally fitted with all views, she was built specially with a view to a long, stern battle with the ice, and is more fitted for such a contest than any other vessel afloat before her. As we saw her come into the river with her bows cocked up in only ten feet of water, and her stern, a queer bulk, she was built to be specially prepared for reasons which the Antarctic will provide, she looked more serviceable than pretty.

She has triple expansion engines of 570 indicated horsepower on trial, with 150 lbs. steam pressure, and 95 revolutions. They will be worked by the Goulay Bros. & Co., of Dundee. In the designing of her machinery, special arrangements have been made to completely drain all water, and to prevent any water from entering the boiler, or broken through frozen water. The propeller, which is two-bladed, can be readily disconnected from the shafting for lifting, taking a new propeller, or drawing in the engine room and then drawing in the after length into the ship.

The Discovery will carry a most complete and up-to-date electric light plant into the frozen zone, and consists of a steam engine and dynamo, placed in the workshop, and a battery of storage cells. When the ship is wintering in the antarctic, the firemen have to be charged by a dynamo worked from a windmill placed either in the forecastle or out on the ice itself. Thus they will have no candles or pipes broken through frozen water. The propeller, which is two-bladed, can be readily disconnected from the shafting for lifting, taking a new propeller, or drawing in the engine room and then drawing in the after length into the ship.

An odd thing is that for a distance of 30 feet surrounding a central point on the bridge there is neither above nor below a trace of iron or steel. All the usual machinery, such as the boiler, while such rigging as would in the ordinary course be composed of steel, is hewn here. This is simply that the ship is to be made in the polar regions, and which will be directed from the central point referred to, may not to the slightest extent be affected by the magnetic field of the earth. It is for this reason, as well as to withstand ice pressures, that the hull of the ship is made of wood throughout. The rigging is made of iron, and is worked by the crew. The rigging is made of iron, and is worked by the crew.

The greatest difficulty, however, is that of the very heavy fall of snow, in the Great Northern and Southern regions, the same range 150 miles further south, and there fall every winter exceeds 140 inches. This is a serious matter, as great as the fall at Rogers' Pass on the Canadian Pacific, where there is a great difficulty in operating the line, although the snow is not so deep as that of the Selkirk, and yet their line at this point is a very difficult one to operate. The snow is not so deep as that of the Selkirk, and yet their line at this point is a very difficult one to operate.

I have here an estimate prepared by one of the most competent railway engineers in British Columbia as to the probable cost of this road. His estimate is that the cost of the road, including the cost of track laying and grading for the 317 miles will be as follows: Summit from Hope to Prince-George 2,800,000; Cascade range 2,500,000; 137 miles from Princeton to Midway 3,500,000; 317 miles 10,800,000.

It is interesting to note that the cost of the road is about \$32,000,000 per mile, that the mountain section from Hope to the Selkirk is about \$50,000,000 per mile, and that the higher grade is about \$100,000,000 per mile. While these figures indicate that the road is a very expensive one to operate, it is not so much as it might seem. The road is a very expensive one to operate, it is not so much as it might seem.

For less than 20 years ago, there is a few thousand pounds and her gallant officers and crew will be alone among the ice of the Antarctic. The maximum grade of the E. & N. railway is 80 feet to the mile, which is a very steep grade. The road is a very expensive one to operate, it is not so much as it might seem.

One of the twelve-wheelers hauls from 1,650 to 1,700 tons between Pocatello and Dubois, where the ruling grade is 45 feet to the mile. In Dubois two of the consolidation locomotives come out of this train and push it from there to Montpelier, the grade being a little over 2 1/2 per cent.

You know, of course, that the load of an ordinary freight car is 20 tons. The load of a freight car is 20 tons. The load of a freight car is 20 tons.

Death of Mrs. Robillard.—Mrs. John Robillard died at the Jubilee hospital on Wednesday night. She was 79 years of age. A husband, four children, six sisters, and four brothers are left to be mourned. The funeral has not yet been arranged.

MR. BODWELL EXPLAINS. Sir.—Your correspondent "Fairplay" is mistaken in his recollection of my speech in the Victoria meeting during the general election of 1900. I made only two speeches of any importance in that campaign—one at Rossland and one at Victoria. The latter was held on the night before the election, and for that reason, I suppose, there was a general report of my remarks in the Colonist of the following day. My speech at Rossland, however, was very fully reported in the Miner.

LETTERS TO THE EDITOR

MR. BODWELL EXPLAINS.

YESTERDAY'S ISSUE OF THE PROVINCIAL GAZETTE CONTAINED NOTICE OF THE FOLLOWING APPOINTMENTS:

George David Beadnell, of Denman Island, M. R. C. S., to be resident physician for Denman and Hornby Islands; George Ansley Jacobs, of Vancouver, to be a justice of the peace in and for the province of British Columbia; John Stillwell Clute, junior, of Rossland, barrister-at-law, to be a justice of the peace in and for the province; Edward Christopher Musgrave, of Mount Sicker, Cowichan, to be a justice of the peace in and for the province; William Roderick Ross, of Fort Steele, to be a stipendiary magistrate and to hold a small debts court in and for the Grand District of the Fraser Valley; this appointment to take effect on the 1st of August, 1901.

Matthew John Smith, of New Westminster, to be a registrar of the hospital for the insane at the said city; Andrew Lindsay Smith, of Alberni, government agent to be district registrar of births, deaths and marriages in and for the Alberni electoral district; Leslie Taylor Carter, of New York, U. S. A., to be a commissioner for taking affidavits in and for the courts of British Columbia; Rowland Britain, of Vancouver, M. R. C., to be a notary public in and for the province; Henry J. Elliott, of Montreal, barrister-at-law, to be a commissioner for taking affidavits in and for the courts of British Columbia; James Watson Devlin, of Golden, to be a notary public in and for the province; Edward Montague Wood, of Atlin, S. M., to be a deputy clerk of the peace in and for the county of Vancouver; and for the county of Vancouver, in and for the county of Vancouver, in and for the county of Vancouver.

It has been ordered that rule of court No. 736, prescribing vacations, shall not apply to the Atlin Lake registry of the Supreme court, nor to any other rule of court prohibiting the filing, amendment or delivery of any pleading, answer or other document during vacations, established for any other offices of the court, have any application to actions, suits or proceedings in the Atlin Lake registry.

All the unappropriated crown lands situated within the boundaries of the following areas have been reserved from the Crown, and are hereby disposed of, excepting under the provisions of the mining laws of the province, for two years, to the British Columbia Coal, Power & Industrial Company, Limited, to select therefrom timber limits for wood pulp and paper manufacturing purposes, as well as for other purposes. The areas are: 4,200 acres above Hope, and to reach it a road 40 miles long, and 40 miles wide, and the line must be built along the face of hills which are very precipitous, and the line must be built along the face of hills which are very precipitous, and the line must be built along the face of hills which are very precipitous.

The case of any depression which may exist in the mining industry in British Columbia, as has been stated, are not attributable to legislative enactments or restrictions, but to a combination of causes, which are: the over-capitalization of companies. For this mining promoters and mining brokers in the East and London are largely responsible, and the money which has been sunk in alleged mining investments consists of the proceeds of the sale of shares in bogus or worthless mining companies or in mining stocks which were manipulated largely in the interests of mine owners.

MINE OWNERS' MEMORIAL

Statement by the Honorable the Minister of Mines.

As intimated editorially in the Colonist yesterday, a statement from the Minister of Mines, submitted to the Association of Mine Owners, and with reference to the memorial to His Excellency the Governor-General, the Honorable the Minister of Mines, Mr. S. Borlase, has been appointed attorney for the Bluebell (Rossland) Mine, Limited.

Well, the memorial is a document to which I have not yet had time to read, but it is possible were I to remain silent in the matter certain of the points taken up in it would directly with my department might be regarded as a matter of course, more especially with reference to legislation for which I must be held responsible. There can be no doubt that the action of the Association is a political move mainly directed against the Provincial government, but in a mild way, and not one which would be likely to do any harm to the Province.

Your readers are now familiar with the various complaints made by the Mine Owners' Association, and will be necessary for me to repeat them here. I only propose to deal particularly with one or two of the matters referred to. The eight-hour law I do not propose to dwell upon. Although very strongly urged by members of the Mine Owners' Association, this proposal did not decrease in the interests of the mining industry or the public at large that this law is not to be considered. For one reason or another, the mine owners have not alone, the antagonism that would arise and the embittering of class relations that would follow, would in themselves be more serious than the stable conditions that its continuance could possibly do injury to the country. The proposal of the eight-hour law to certain surface employees, who are already paid in the Colonist, refers to a very limited class indeed, or a fact so insignificant in the matters referred to, that the mining industry as a whole is not to be considered.

Now, taking up the "unreasonable demands" of the Provincial government for information. The object of the legislation complained of was to obtain monthly reports of the output for the purpose of issuing bulletins. This complaint has been that information could not be obtained from time to time to verify newspaper statements, and that the industry of the country. The Mine Owners' Association, in their petition, have not only stated the case, and evidence submitted by them would necessarily be regarded as very much prejudiced and one-sided, but they have, in my opinion, destroyed the usefulness of what they so strongly urged a remedy.

Have you read the Provincial statement published in the Colonist in regard to the metalliferous mining for the current year, and what do you think of it? I have read it, and as far as I am able to judge from the facts in my possession, I think it is a very conservative and accurate estimate of what is being done in the industry. It is not to be considered as a matter of course, but it is to be considered as a matter of course, but it is to be considered as a matter of course.

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APPOINTMENTS

Number Given Notice of in Yesterday's Issue of the Gazette.

No Vacation in the Supreme and County Courts of Atlin.

Yesterday's issue of the Provincial Gazette contained notice of the following appointments: George David Beadnell, of Denman Island, M. R. C. S., to be resident physician for Denman and Hornby Islands; George Ansley Jacobs, of Vancouver, to be a justice of the peace in and for the province of British Columbia; John Stillwell Clute, junior, of Rossland, barrister-at-law, to be a justice of the peace in and for the province; Edward Christopher Musgrave, of Mount Sicker, Cowichan, to be a justice of the peace in and for the province; William Roderick Ross, of Fort Steele, to be a stipendiary magistrate and to hold a small debts court in and for the Grand District of the Fraser Valley; this appointment to take effect on the 1st of August, 1901.

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As intimated editorially in the Colonist yesterday, a statement from the Minister of Mines, submitted to the Association of Mine Owners, and with reference to the memorial to His Excellency the Governor-General, the Honorable the Minister of Mines, Mr. S. Borlase, has been appointed attorney for the Bluebell (Rossland) Mine, Limited.

Well, the memorial is a document to which I have not yet had time to read, but it is possible were I to remain silent in the matter certain of the points taken up in it would directly with my department might be regarded as a matter of course, more especially with reference to legislation for which I must be held responsible. There can be no doubt that the action of the Association is a political move mainly directed against the Provincial government, but in a mild way, and not one which would be likely to do any harm to the Province.

Your readers are now familiar with the various complaints made by the Mine Owners' Association, and will be necessary for me to repeat them here. I only propose to deal particularly with one or two of the matters referred to. The eight-hour law I do not propose to dwell upon. Although very strongly urged by members of the Mine Owners' Association, this proposal did not decrease in the interests of the mining industry or the public at large that this law is not to be considered. For one reason or another, the mine owners have not alone, the antagonism that would arise and the embittering of class relations that would follow, would in themselves be more serious than the stable conditions that its continuance could possibly do injury to the country. The proposal of the eight-hour law to certain surface employees, who are already paid in the Colonist, refers to a very limited class indeed, or a fact so insignificant in the matters referred to, that the mining industry as a whole is not to be considered.

Now, taking up the "unreasonable demands" of the Provincial government for information. The object of the legislation complained of was to obtain monthly reports of the output for the purpose of issuing bulletins. This complaint has been that information could not be obtained from time to time to verify newspaper statements, and that the industry of the country. The Mine Owners' Association, in their petition, have not only stated the case, and evidence submitted by them would necessarily be regarded as very much prejudiced and one-sided, but they have, in my opinion, destroyed the usefulness of what they so strongly urged a remedy.

Have you read the Provincial statement published in the Colonist in regard to the metalliferous mining for the current year, and what do you think of it? I have read it, and as far as I am able to judge from the facts in my possession, I think it is a very conservative and accurate estimate of what is being done in the industry. It is not to be considered as a matter of course, but it is to be considered as a matter of course, but it is to be considered as a matter of course.

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BRITISH COLUMBIA ARE SIMILAR TO THOSE ISSUED FROM THE GOVERNMENT OFFICES OF ALL OUR MOST IMPORTANT MINING COLONIES.

The Mine Owners' Association, in the memorial referred to, make special mention of the unwieldy technical provisions in the Mines Inspection act, one instance being that of the regulation for shaft hoisting. And it is stated that this code was framed by parties not acquainted with mining. Now, in order that the government should not legislate ignorantly on such an important subject, and without consulting the mine owners, it is suggested that the government should not legislate ignorantly on such an important subject, and without consulting the mine owners.

A very large number of replies were received from mine managers, mine owners, miners' unions and gold commissionaires, all of whom, with the exception of that of the manager of the Velvet mine, Rossland, were generally favorable to the legislation proposed. Among them were: E. B. Kirby, of the War Eagle and Centre Star, the St. Eugene Consolidated Mining Company, the Rossland Miners' Union, the British Columbia Miners' Union, the British Columbia Miners' Union, the British Columbia Miners' Union, the British Columbia Miners' Union.

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EMPIRE'S NEW NAVAL BASE

Marquise, Newfoundland, Being Fortified to Safeguard British Interests.

Great Britain has fully decided to establish a naval station in Newfoundland for the training of young seamen for the British navy, and for the better protection of her interests in North American waters. The third class cruiser Calypso, 2,770 tons, has been selected by the admiralty for special service as a stationary drill ship and will be stationed in Placentia Bay on the south side of the island, at a place called Marquise.

The gradual conversion of Marquise into a great naval stronghold is only a matter of time and money. The place is destined to become the rendezvous for a large British squadron and the new scheme of imperial defence provides a liberal estimate for its maintenance.

A graving dock for the repair of warships will be built, a force of artificers will be stationed there and while the machine shops in St. Johns will be sufficient for present purposes the erection of others at Marquise will follow. The plan is to build a graving dock, a force of artificers will be stationed there and while the machine shops in St. Johns will be sufficient for present purposes the erection of others at Marquise will follow.

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