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Hospital Board Met Yesterday

Suggestion Thrown out That the Various Societies Might Assist Furnishing.

The Grounds Around the Nearly Completed Strathcona Wing to be Fixed up.

(From Friday's Daily.)

Last evening the regular meeting of the Hospital Board was held in the Board of Trade rooms. There were present President R. S. Day, H. Dallas Helmcken, K. C., Alex. Wilson, I. Braverman, R. Brett, W. Humphrey, T. H. Twigg, P. T. James and J. Foreman.

The minutes of the previous meeting were read and adopted.

The following letter was read from the Canadian Bank of Commerce: "We do not appear to have on file any authority for the signing of cheques and for the general operating of the Provincial Royal Jubilee Hospital Trust account. Kindly have the enclosed resolution passed at the earliest opportunity and return same to us. At the present moment the secretary and Dr. Hasell appear to operate the account."

The bank will be informed that the board so desires the account to be operated, there was therefore no need to pass the enclosed resolution.

Messrs. McPhillips, Wootton & Barnard sent the following letter to the board, which was received and filed:

"We are instructed by the executors of the will of the estate of the late Henry Brackman to advise you that he had bequeathed to the Jubilee Hospital the sum of $500. The will was admitted to probate on the 2nd inst., but the order has not yet been taken out. It will be some little time before the legacies will be passed."

In connection with the account due to the hospital by Miss Hardy, a nurse in good standing in the Chemainus Hospital, it was resolved that the account should be reduced by one half. The board decided that this was not to be considered as a precedent.

Matron M. C. Macdonald applied for one week's holiday, which was granted.

Dr. Hasell's report was read as follows:

I have the honor to submit my report for the month of January, 1904:

Number of patients admitted	77
Number of patients treated	120
Total days' stay	1715
Total daily average	55-10

Dr. Hasell also reported that six of the nurses had passed the recent examinations with a very high percentage of marks, ranging from 76 to 88 per cent.

The following is a list of donations for last month: Mrs. H. Dallis Helmcken, books and magazines; Mrs. Wilson, old linen; Turner, Beeton & Co., Ltd., large clothes basket, and two friends, magazines and old linen.

In connection with Turner, Beeton's donation, the board passed a unanimous resolution thanking them for their most valuable donation. The basket is a huge affair on castors and is easily moved from ward to ward and is really a regular hospital basket, the same as used in the best equipped hospitals in England. It was ordered from the Old Country by this firm especially for the hospital here.

The house committee's report was then read and passed on seriatim. It is as follows:

Your house committee beg to report having continued their regular weekly meetings at the hospital.

Drainage.—Among other matters considered was a proposal for an alteration to the drainage system. A portion of work we considered should be put in hand at once and resolved to recommend this course to the building committee, who will no doubt report to you further upon this matter.

Furniture.—It was necessary to make arrangements for the furnishing of the rooms in the Strathcona wing.

In connection with the furnishing of the Strathcona wing it was suggested that perhaps some of the societies might like to furnish a room, in which event the board would be very willing to name the room after the society so doing. To any society or organization so desiring full information will cheerfully be given upon application to the secretary or any of the board.

The finance committee's report, as follows, was read and adopted:

Your finance committee have to report that they met at the hospital at 4:30 p. m. on Wednesday, February 17th, 1904.

Accounts for January amounting to $2,020.70 were examined and approved for payment.

The salaries for the same month amounting to $875.55, were paid on due date.

The total days' stay for January was 1,715, and the salaries paid and accounts payable give an average per diem cost per patient of $1.69.

In the above accounts are included sums aggregating $152.69, which are not fairly chargeable to that month, and if reducted would represent about 15c. off the per diem cost.

The grounds committee reported verbally. Permission was granted to go ahead with fixing the grounds around the new wing, and the sum of $125 was appropriated for that purpose. The committee was also authorized to get the roadway gravelled and a new road to the wing was authorized. The action of the committee in hiring a Chinaman to dig the kitchen garden was confirmed and $10 was allowed for new wheels for the cart.

The house committee was authorized to close a contract with Mr. Catterall for a vault and meat safe underneath and adjoining the office.

The board then adjourned.

GAZETTE NOTICES.

Yesterday's British Columbia Gazette contains the following notices: To be members of the Board of Commissioners of Police for the city of Victoria, Aldermen H. M. Grahame and George H. Russell; to be members of the Board of Licensing Commissioners for the city of Victoria, Alderman F. W. Vincent and John T. Croot.

Sealed tenders, endorsed "Tender for Schoolhouse," will be received by W. S. Gore up to noon on Wednesday, the 2nd March, 1904, for the erection and completion of a one-room frame schoolhouse at New Alberni.

Plans, specification, forms of tender and contract may be seen on and after the 22nd February, 1904, at the office of the government agent, Alberni, and at the lands and works department, Victoria.

Tenders will not be considered unless made upon the printed forms supplied for the purpose, and the agreement to execute a bond appended to the form of tender is duly signed by the contractor himself and two responsible sureties, residents of the province, in the penal sum of $250 for the faithful performance of the work.

The lowest or any tender not necessarily accepted.

The following companies have been incorporated:

"Richard III Mining Company, Limited," with a capital of six hundred and fifty thousand dollars, divided into six hundred and fifty thousand shares of one dollar each. "The Spruce Creek Power Company, Limited," with a capital of one hundred and fifty thousand dollars, divided into one hundred and fifty thousand shares of one dollar each, for the purpose of exercising the rights, powers, privileges and priorities created, granted and conferred in and by Part IV of the "Water Clauses Consolidation Act, 1897." The "Times Printing and Publishing Company, Limited," with a capital of one hundred thousand dollars, divided into one thousand shares of one hundred dollars each. The "Butler Firefighting and Towing Company, Limited," with a capital of twenty-five thousand dollars, divided into two hundred and fifty shares of one hundred dollars each. "The Spy Glass Mining and Development Company, Limited," "non-personal liability," with a capital of five hundred thousand dollars, divided into five hundred thousand shares of one dollar each. The "M. W. Waitt & Company, Limited," with a capital of one hundred and twenty-five thousand dollars, divided into twelve hundred and fifty shares of one hundred dollars each. "The Vancouver Clear Cedar Mill Company, Limited," with a capital of twenty-five thousand dollars, divided into two thousand five hundred shares of ten dollars each. "Yoho Bath Heater Company, Limited," with a capital of fifty thousand dollars, divided into five thousand shares of ten dollars each.

A Dominion order-in-council states that Mr. E. B. Hermon, D. L. S., of Vancouver, has been appointed examiner of candidates for commissions as Dominion land surveyors, or as articled pupils, to be held at such times and places as he directs.

Rush to New Diggings.—It is anticipated that the famous "Klondike rush" of a few years ago will be reproduced in miniature this spring and summer by the egress of hundreds from the coast cities to the new Alsek diggings, a short distance from White Horse. Prospectors are advised by parties familiar with the country not to go in before March. The mountains are very rough on the west side of Kluane lake, the summits a series of jagged peaks and these rise immediately from the lake. Bullion, as well as the other creeks, are really right up in the mountains. There is a heavy grade to all the creeks, which are shallow in so many places as to warrant the belief that no deep diggings will be found. There is a canyon on Bullion creek in which boulders weighing several tons indicate that there has been a great rush of waters down these streams at some time. On the east side of the lake the hills are rounded and rolling, and offer no difficulty in crossing over into the Alsek district.

Richard III. Is In Fine Form

Splendid Reports Presented at Annual General Meeting of Shareholders.

Company In Good Financial Condition and the Outlook Most Promising.

(From Friday's Daily.)

The annual meeting of the Richard III. Development Co., Ltd., was held at Duncans on Wednesday, the 17th inst. The meeting was well attended and represented practically all the shares. After submitting the balance sheet and directors' report, Mr. C. H. Dickie, the chairman, stated "that the balance sheet needed no explanation from him as it spoke for itself, showing the cheapest work done in B. C. mining, and he was also happy to state that the results justified the expenditure owing to the showing of ore at the mine. At the present time the showing extends beyond what the early developments had led the directors to believe, both in richness and extent," and the mine superintendent reported to him that the rich ore shute extends fully 135 feet in an easterly direction, with a width of at least four feet and widening. The assays on this ore would run well over $100 per ton in gold, silver and copper. The ordinary branches of Mount Sicker exists side by side with this ore, and is running parallel to it. The Tyee mine developments are rapidly approaching our west boundary with the greatest amount of ore ever yet showing in the stopes in their mine, and another company under the able management of Mr. C. Livingston, has installed an up-to-date hoist and compressor plant on the east side the east of our boundary, who stand from present indications both of the trend of the ore on their property and the direction of the wall of the lode, to reap as rich an harvest as ourselves.

The meeting ratified the reconstruction of the company, and of the 60,000 shares which the chairman stated would be open for subscription in the new company (Richard III. Mining Co.), a large number were allotted for by the present shareholders at par value, $1.

Mr. W. O. Rannells, the superintendent at the mine, reported enthusiastically, astonishing those shareholders present who had not seen the property for themselves. The only complaint he made was that the ore was not removed quickly enough from the dump, which would contain, roughly, 1,715, and the salaries paid and accounts payable give an average per diem cost per patient of $1.69.

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Verdict Of Jury Is Manslaughter

Captain Roberts So Accused In Coroner's Jury on the Clallam Wreck.

Engineer De Launay Is Severely Censured and the Jurymen Make Recommendations.

(From Saturday's daily.)

Yesterday morning the long labors of the coroner's jury on the Clallam disaster came to an end and the jury handed in the verdict, the full text of which is as follows:

"Our verdict is that the said Louis Harris, Ethel Diprose, Alexander Harvey, Minnie Murdock, Jessie McDuff Galletley, Jeannie Geraldine Galletley, Nathaniel Pell Shaw, E. Harry Joy, Margaret Isabella Gill, William Cherrett, Bruno Lehman, Charles W. Thompson, E. Lockwood, Hattie Moore, Mary Reynolds, Harvey Sears, Albert Kimmons Prince, Dellie C. Sullins, Peter LaPlante and R. J. Campbell did come to their death at a point on the coast of Vancouver island, about four miles southeast of Trial island, by drowning and exposure, and that George Roberts, the master of the said steamer Clallam, did feloniously and unlawfully kill and slay the said persons against the peace of Our Lord the King, his crown and dignity.

"The jurors also find that the chief engineer of the steamer Clallam is deserving of censure for being negligent in his duties in not keeping his pumps in proper working order.

"The jurors also find that the steamer Clallam left Port Townsend on January 8, 1904, in an unseaworthy condition, having defective deadlights, a defective rudder and improperly equipped lifeboats.

"And the jurors do recommend:

"(a) That a more thorough inspection be made of all vessels by competent and fully qualified inspectors than is at present the custom, and that the carrying of rockets and other distress signals should be made compulsory.

"(b) That the Dominion government be asked to keep a larger and more powerful boat for quarantine service in place of the tug Eagle, now in commission, which could be used in case of impending disaster.

"(c) Also to have a light placed on Trial island."

The only witness called yesterday was S. Sea, a ship carpenter, who examined the upper works of the Clallam at Sidney. He had carefully looked over the deck and had found no bolts or fastenings to secure it to the hull.

"I don't think, gentlemen," he continued, "what held the upper works in place. I never saw a boat so constructed." He had inspected the stanchions, and there was nothing to indicate that bolts had been used in securing the passenger deck. Measuring the hole into which the rudder stock had fitted he had found it just eleven inches in diameter.

In reply to a question by Juror Marson regarding the inspection of boats here, the witness said: "Gentlemen, the inspections held here are mere farces. I've seen government inspectors walk down and look over a steamer. They would give her a dig with an unhewn axe here and there and I suppose because they couldn't put it through the wood they issued certificates."

Witness was proceeding to give instances where unseaworthy vessels had passed inspection, but Coroner Hart interrupted these narratives and pointed out that if such evidence was taken the inquest would practically be doing the duty of a grand jury. Witness also said that there were vessels at present running from this port which were not safe. Witness said also that there were sealing vessels leaving this port in an unseaworthy condition, and that many sailing ships had left here in the same state.

It was explained to the witness by the coroner that vessels under 100 tons were not inspected. It was not even necessary for such ships to carry a certificated master.

Mr. Lugrin volunteered to bring this matter to the attention of the Dominion government if it was the wish of the inquiry.

Coroner Hart pointed out that it was the intention of the government to protect passengers. If individuals were foolish enough to risk their lives in unseaworthy ships it was nobody's business but their own.

Mr. McPhillips asked witness whether he was to understand witness to make a charge against Capt. Collister.

"I don't make any charge," witness replied. "I'm only stating facts." Capt. Collister had not rightly discharged his duty when the steamer Isabel was passed twenty years ago.

Mr. McPhillips then asked witness if he knew of his own knowledge of the condition of the Isabel when she was given a certificate. Witness could not answer the question. He was then warned to be more careful in making charges against public officials.

Witness' evidence was then read by the coroner, and Mr. McPhillips expressed the opinion that the statement to the effect that inspections here were farcical should be omitted if the fact that the witness did not know of a specific instance where a certificate was issued to an unseaworthy vessel was not included.

A general discussion ensued and Coroner Hart said he did not see any reason for the revision of the evidence. When witness spoke of the inspections as farcical it was only an expression of opinion.

In spite of all opposition, however, Mr. McPhillips stuck to his point, and it was finally decided that all evidence not referring directly to witness' examination of the Clallam's hull should be struck out. This was done and the witness signed the amended evidence.

The coroner then addressed the jury and said that there was a great deal of evidence, and the enquiry had been different from the ordinary inquest. It would be the first duty of the jury to bring in the ordinary legal verdict. If it was considered that there was any responsibility the indictment must be against some person or persons, not against a corporation. The especial duty was to bring in some finding or recommendation as a rider to the verdict, which the coroner promised to transmit to the proper authorities.

There were two possible verdicts—those of accident or manslaughter, and he explained the legal meaning of "manslaughter." He pointed out that gross negligence, if fixed on any person, would be sufficient to bring such a verdict against such person.

He explained that the only evidence the jury could use was the evidence of happenings up to the time of the launching of the boats. The inquest was being held on the bodies of Miss Louise Harris, of Spokane, and others who were lost from the boats and brought to Victoria. As these people were dead shortly after the boats were lowered, evidence regarding occurrences after the launching could not be considered.

The first question was whether the ship was in a seaworthy condition when leaving Port Townsend. If not somebody was responsible, and that on that person or persons the blame rested.

There might have been four persons responsible—the builder, the owners, the inspector or the master. Regarding the former the coroner was of the opinion that the steamer was of a flimsy character. The price, however, had been low, and it had been a case of "the most boat for the least money." It was, however, satisfactory to the owners.

Referring to the possibility of the owners being responsible, the coroner said it must be first proven that they knew of the ship's unseaworthy condition—if she were in that condition—before leaving Townsend. There was no evidence on this point, and, therefore, the owners could scarcely be considered.

From the evidence that had been adduced nothing grossly illegal had been brought out in connection with the inspection of the vessel on either side of the line. But one thing had been proven, and that was that the hooks used on the davits in lowering the small boats had not fulfilled the requirements of the regulations, and had been allowed to pass. Nothing of an unsatisfactory nature had been brought to light either in connection with the inspection of the hull or the engine room. It was, therefore, a question whether any responsibility could be attached to the inspectors.

"Now," the coroner continued, "we come down to the officers." There was a great deal of contradictory evidence regarding the condition of the Clallam when she left Townsend. If the evidence of the mate and quartermaster was believed, the steering gear of the vessel was in first-class condition at Port Townsend, and she answered to her helm without difficulty. On the other hand there was the evidence of members of the crew, and a great many of the passengers, to the effect that the rudder was in bad shape. This was corroborated by the fact that a new rudder had been lying at Seattle ready for installation. If this was so, it was certainly to be presumed that Capt. Roberts was aware of it, and under such circumstances it was poor seamanship for the master to leave port in the face of a heavy storm with faulty steering gear.

Referring to the engine room, the coroner stated that a great deal had been said about the deadlight. According to the evidence of the most intelligent witnesses, the water had not all come in that way. This was a matter of common sense, especially when it was considered that, according to the mate's statement, it was blocked part of the time. The question, therefore, was, "Where did the water come from?" There was no evidence to clear this. It was possible that it had been allowed to enter through faulty manipulation of the sea pumps. Then again there was no evidence to prove this. The only statement on this point was that of Chief Engineer De Launay, who swore that this was false, as he personally supervised the closing of the sea injections.

As far as the officers were concerned the launching of the boats might have been worse, but not much. There had been no rush. This might be accounted for in two ways. In the first place the officers seemed to have control over the crew and passengers, and secondly very few seemed anxious to enter the boats.

There was no doubt that the boats had not been properly loaded or sufficient attention paid to their equipment. To the jury would be left the fixing of this responsibility.

This was all the jury had to do with. The evidence of occurrences on the ship after the lowering of the boats could only affect the verdict insofar as they threw light on happenings that took place before the boats were launched.

The jury then retired and afterwards returned the verdict as given above.

In discharging the jury the coroner complimented the members on the care and intelligence with which they had considered the evidence.

ROYAL PARTY ON A SHOOTING TRIP

Particulars of Hunting Trip in Wilds of Northern B. C.

Last fall Prince Alexander of Thurn and Taxis, accompanied by the Princess and by Major and Mrs. Bolton, went on a shooting expedition into northern British Columbia. They returned recently and the C.P.R. has been informed by letter of their adventures and successes, says the Montreal Star.

The party left Ashcroft on September 10th by special stage for Soda Creek, travelling quite leisurely. Small game was found in extraordinary abundance, and, along the unfrequented road, blue and willow grouse, prairie chicken, duck, snipe and geese afforded magnificent sport.

On either side of the Cariboo road are numbers of small lakes which were found alive with duck. The party made some heavy bags of game.

At Soda Creek a small steamer was boarded and the journey continued by water, following the Fraser river to Quesnel. The steamer could go no further, and four canoes, manned by six Indians and two white men, were hired for the balance of the journey. A Chinese cook was also secured, the outfitting being done by the Hudson Bay company through their agent, Mr. Louis Dixon, at Quesnel.

Ten days' steady traveling took the party to the Hudson Bay trading post at Fort George. The river was found to be very swift, and poleing against it was slow, hard work. But they were rewarded by numberless shots at moose, deer, black bear and small game.

At Fort George the six Indians from Fort Quesnel were discharged and as many Fort George Indians engaged in their places. These latter proved the most intelligent and best of any found in British Columbia.

The river was followed for 100 miles above Fort George to the Grand canyon of the Fraser river, this part of the river being much easier water than below.

The party were now in one of the best big game countries in the world, moose, bear, cariboo and goat being seen daily. After a sufficient number of cariboo and other game had been brought to bag, the prince decided to return to some point nearer civilization, and the run down stream 200 miles to Quesnel was made in four days.

The ladies stood the trip admirably and enjoyed roughing it as much as did the men. The prince expects to return again next year to complete his collection of big game.

NEGRO CONFERENCE TUSKEGEE INSTITUTE

Annual Gathering Addressed By Professor Booker Washington Yesterday.

Tuskegee, Ala., Feb. 17.—Booker T. Washington called to order the 13th annual Tuskegee negro conference today in the presence of more than 2,000 negro farmers.

Resolutions were adopted declaring in favor of efforts to secure homes and land for the negro, the exercise of thrift, keeping out of debt, getting rid of the "log cabin" idea and building of churches and schools.

In connection with the educational interests a high standard of morality was urged.

The resolutions declared that the moral condition of the negro, as a race in the south, is improving, and that there is no evidence that education has increased crime among the negroes.

The negro is urged to refrain from crime and to join with the whites in the maintenance of law and order.

The Case Dropped.—The attorney-general has ordered dropped the prosecution of the Indian, Douglas, committed for trial by W. R. Lord, J. P., of Port Essington, on the charge of robbing Cunningham's store in the North. Upon investigating the matter the crown came to the conclusion that the evidence was not strong enough against the Indian to warrant the expense of bringing nineteen witnesses down from the Skeena river. Douglas has been in jail for nearly six weeks.

The German Emperor has more servants in his employ than any other monarch. Altogether they number more than 3,000, about two-thirds of them being women.

Russia At a Disadvantage

In Docking Accommodations and Naval Bases Japan Leads.

Interesting Ante Bellum Forecast That is Proving Correct.

Glasgow Evening News.

The late Sir William Allan put this question abruptly in the House of Commons one night: "Upon what does the safety of the British Empire depend?" To this question he gave the answer in a loud voice, and with a large dramatic gesture: "Upon its boilers, gentlemen." The House was startled a little, and not a little amused, at this statement; but a very slight consideration will reveal its essential truth. When a nation depends for safety upon its sea-power the condition of its ships' boilers is of the utmost importance, and not less important is the quantity of coal at its command in time of war. The quality of the coal is also an important matter. As smokeless powder is to an army, so is smokeless coal to a navy. In the stokehole the engineer desires the kind of coal that will give the maximum of heat, while in the conning-tower the captain desires the minimum of smoke. For it is no part of the naval strategy to throw up black signal-plumes on the horizon for guidance of the enemy.

In Russia and Japan there is much coal, but it is not of the kind desired by the naval engineer. The kind he desires is to be had at Cardiff, and to this Welsh seaport most of the nations of the world come for their coal. When trouble is brewing between nations, therefore, there will be signs of it in the Cardiff docks; and, as a matter of fact, the first evidence of the present crisis in the Far East was recognizable in the large consignments of coal being sent to Port Arthur. This was fully six months ago, and the procession of ships from Cardiff, coal-laden, going through the Suez canal has continued steadily ever since. It is calculated that Russia, at Port Arthur and Vladivostock, has piled up something like 100,000 tons of Welsh coal, and Japan has been quite as diligent. One day last week she chartered three vessels to load up at Cardiff with the utmost haste. In the event of war we may assume that coal will be declared contraband of war, and in that case it is desirable that Japan should have her own fuel. The fleet—brave otherwise—is inclined to be nervous about his coal supplies. However much he may have, and both Japan and Russia have large supplies, he never seems to feel that he has enough.

Not less important is the question of docks and coaling stations. In this respect Russia is at a distinct disadvantage, compared with Japan. There are only two Russian naval bases in the Far East—Port Arthur and Vladivostock—and neither the one nor the other is entirely satisfactory. At the present time of year, and until the end of March, the Bay of Peter the Great, with the harbor of Vladivostock which lies within it is sheathed in ice. It is possible that the Russian admiral may be able to keep the harbor open with his ice-breakers, but for three months of the year Vladivostock is a port with limitations. Even were access free it has only one dock completed (there is another building which is capable of taking in a battleship) a serious drawback in the hurry of war.

Then there is Port Arthur. As a fortress designed to resist an attack from the sea it may be regarded as impregnable. The entrance is narrow, and it is made narrower just now by a wooden boom, while there are several large defending forts on the east side of the entrance, and on the thin jut of land called "the tiger's tail." Inside the harbor the basius, especially the ship or an armored cruiser. That would seem a beautiful harbor, and it is; but the basin, can accommodate a large number of vessels, but the docking accommodation is still restricted. There are two docks completed, and one still building, so that, in the event of war, there would be a considerable jam-up while the fleet was being refitted after an engagement. Indeed, it is doubtful if the Russian fleet would be able to refit at Port Arthur after a general engagement, and that is one of the reasons why Russia may shirk a fair and square naval fight in the open. There is another point of importance. Between Port Arthur and Vladivostock, the only two bases possessed by Russia in the Far East, there lies a thousand miles of sea water, with a narrow strait which can be held in force by Japan. That is not the least of the weak spots in the Russian naval position.

And just as Russia is weak because her sea-power is thus dispersed, so Japan is strong because her sea-power is concentrated. She has four extensive naval bases, which support each other more or less closely, because they are linked-up by the railways, and at no great distance from each other by sea. In the south there is the fortified naval base at Sasebo, not far from Nagasaki, where there is a large dock and a small one. Then there is Kure, situated on the inland sea near Hiroshima, with its fortifications, its arsenal, extensive barracks, and two large docks. On the west coast, in Wasaka bay, there is the naval base of Maizuru; while on the east coast, near Yokohama, there is the chief arsenal and fortified naval base of Yokosuki. In this estuary there are, in all, six large and four small docks. In the north, again, there is a large dock at Hakodate; while some of the smaller vessels in the Japanese navy can be docked at Osaka and Kobe. These two ports are situated on the inland sea, which forms a sea-highway between east and west, the entrance channels being fortified. There is also a fortified coaling station at Tsushima, an island in the straits of Korea.

From these brief particulars it will be seen that both in extent of docking accommodation, and in accessible naval bases which support each other, Japan has great advantages over Russia. In a prolonged war, especially if it be much fighting at sea, these advantages are certain to become prominent. Should there be a general fleet engagement, the battered Japanese vessels could coal up, refit, and push out to sea again long before the Russian vessels, crowded up at Port Arthur, could be got into fighting trim for the second round. It is for this reason that Russia feels that she is not quite prepared in the Far East to enter upon a naval war with Japan. And if the Czar is able to secure a peaceful settlement at the present moment, this result will be due, not so much to the pacific wishes of the fighting party in Russia, as to their recognition of the fact that, in respect of efficient naval bases, all the advantages are on the side of Japan.

After Our Fish.—A Seattle syndicate is thinking of engaging in the herring fishing industry on the east coast of this island. At the last meeting of the Nanaimo board of trade a letter was read in which Mr. Max Johnson, of Seattle, stated that he was considering the advisability of going to Nanaimo to go into the fishing industry. He suggested that permanent traps, fishwheels and seines should be prohibited, and also the deposition of refuse in the harbor, as this practice had driven away the great shoals of herring which formerly visited Fort Townsend and Bellingham bay. He pointed out that the fish which abounded in Nanaimo harbor formed a great source of wealth only requiring a little care to be retained. A committee was appointed to wait upon Mr. Ralph Smith, M. P., with a view of pressing upon that gentleman the necessity of securing regulations along the lines suggested.

LADYSMITH SMELTER.

Mr. Thos. Kiddie, manager of the Tyee smelter, arrived in the city on Tuesday evening and is a guest at the Vernon. To a Colonist reporter that gentleman last night stated that the returns from mines all through the country were very encouraging; in fact, generally, mining was looking up. The Copper Queen is now taking out over thirty tons a day, and are at present shipping a large dump of ore to Ladysmith. The Marble Bay is taking out from forty to fifty tons per day and shipping to Crofton.

The Puget Sound Iron Company, on the west side of Texada Island, have new machinery on the ground, and are sinking a new shaft. They are also shipping to Ladysmith smelter. Colonel Bennet is working a property called the N. E. Scott, Texada Island. Mr. Kiddie reports that the Ladysmith smelter is now turning out over 275 tons a day, and will continue to do so for some time.

To Petition Government.—The following resolution was passed at the last meeting of the Kamloops Board of Trade: "That this board bring to the notice of the Dominion and Provincial governments and the Association for the Prevention of Tuberculosis, that it will be extremely harmful and against the interests of this city to have a sanitarium erected here, or in the vicinity, and that the name of Kamloops should in no way be connected with such a scheme. That it be pointed out that while in sympathy with the objects of the association, it is possible to find a spot more isolated and of better climatic conditions than Kamloops. That it has been found injurious to California and Colorado to bring in hordes of sufferers, and the strictest precautions should be taken before admitting such to this province, so as to safeguard the general health and prosperity."

Indian Crews Are Secured

Victoria Sealing Co's Captains Get Enough to Man Eight Schooners.

Seattle Times Attacks Steamer Princess Beatrice For Alleged Unfairness.

Success attended the trip of the eight sealing schooner masters who went up the West Coast of the Island on the last trip of the steamer Queen City to look for Indian crews. They managed to secure enough men to man eight schooners. In consequence of this news, brought down on Thursday night by the Queen City by Captain Cox, the agents of the Victoria Sealing Company's schooners will be prepared for sea as fast as possible. Several vessels of the Victoria sealing fleet were seen up the coast. The Umbrina was sighted at Kyuquot, the Jessie at Uculiet, and the Allie Alger as Esperanza Inlet. The season for the sealers promises to be a busy and successful one.

SOUND-VICTORIA RUN.

In yesterday morning's edition of the Seattle Daily Times the question of the steamship service between this port and the Sound is discussed in the following article, which, we are evidently "inspired" from a source friendly neither to the owners of the steamer Princess Beatrice or of the travelling public of Victoria and the Sound cities, but which, we think, will not agree with the facts, and most Victorians are, this article carries with it its own refutation. The assumption that it is important for a Canadian company to operate upon preserves sacred to American companies for twenty years is, at least, comical, as well as novel. It is a funny argument to put before people in a country where merit only counts, and precedent, prestige, habit and custom not at all. Why the Canadian company should not operate steamers between Victoria and the Sound with as much freedom as the Americans should operate them between Seattle and Victoria, is one of those pieces of logic that come under the head of unsolved mysteries. The Colonist is in a position to say that the service provided by the steamer Princess Beatrice has given the utmost satisfaction to the traveling public as well as to the shippers who do business with the company. The Daily Times' extraordinary article is an effort to force an American steamship company from operating vessels between Seattle and points in British Columbia, and to do so the company must take some of the traffic, a few Victoria business men are now making an effort to have the Puget Sound Navigation Company either withdraw the Beatrice from the run or change the present schedule.

Victoria merchants contend that the new steamship Princess Beatrice went on the run above the Straits to improve the service. Instead of placing the vessel on a schedule which would give Victoria a night boat, the Canadian Pacific Railway Company arranged a time-card almost identical with that of the Puget Sound Navigation Company.

Victoria merchants are not satisfied with the running schedule of the two boats at the present time and desiring a change, have appealed to the officers of the American company to better the service.

Instead of improving the service the Princess Beatrice is now looked upon as an opposition craft in American waters, making an effort to control business which has been in the hands of American companies for the past twenty years.

The Canadian company operating the Princess Beatrice did not announce its intention of placing a boat on the run until the steamship Clallam foundered in the Straits January 8th. At a time when the Puget Sound Navigation Company was short of boats, this company despatched the Princess Beatrice to Seattle to take the old schedule of the Clallam. In marine circles the move on the part of the Canadian company has never been looked upon with favor.

The first news of trouble to the steamship Clallam reached Seattle Friday afternoon, January 8th. The following morning the steamship Rosalie went out in the Clallam's place. The vessel continued on the run until Tuesday morning, when the Alaska steamship Dolphin took the run and continued operating between Seattle and Victoria until the Whatcom left the shipyards.

As an excuse for placing a vessel on the Victoria run under such conditions as the officers of the Canadian Pacific Railway Company announced that the merchants of Victoria demanded that another vessel be added to the traffic.

Before the company would place the Princess Beatrice on the Seattle-Victoria run the merchants pledged themselves to give all their freight to the new boat.

The fight between the two companies has reached the acute stage and Seattle merchants are coming to the support of the American company. Contracts are now being signed and pledges made that every pound of freight reaching Victoria for shipment to this port will be carried by the American steamship company's vessel.

During the course of a year many boxes of liquors from Scotland, England and Ireland reach Victoria in bond. Upon being taken out by dealers in that city the goods are shipped to Seattle in large quantities. In the future that trade will all go to the American boats.

It would be impossible for the Puget Sound Navigation Company to send the Whatcom out on a night schedule because of a United States mail contract. It provides that the mails shall be delivered in Port Townsend not later than 12 o'clock each day and be on the dock at Victoria by 3 p. m.

Local merchants and shipping men assert that if Victoria by 3 p. m.

Local merchants and shipping men assert that if Victoria residents want two boats a day it is proper for the last vessel on the run to arrange the schedule in accordance with their wishes and not try to drive an American company off the route by refusing to support when previous government contracts make such a change impossible.

The Whatcom and Beatrice leave Seattle each morning for Victoria.

The Muscovite War Chest

Desperate Condition of the National Finances of Russia.

Official Rascality Has Plunged the Country Into Difficulties.

Glasgow Evening News.

It has been said, and there is truth in the statement, that when any great Power is bent upon making war, it is not deterred, in the final balancing of chances, by financial considerations. But while this is true in the heat of beginning a conflict, it is not equally true when the struggle becomes prolonged. It is then that the exchequer, as it steadily becomes empty, starts into prominence, and duly exercises an influence in bringing the conflict to an end, whether victory or defeat has been achieved. For it is a fact not to be overlooked that victory is as costly almost as defeat. An indemnity