Kuroki To

Russians Astonished to Find a Japanese Force Ready to Outflank Them.

Kuropatkin Said to Have Situa tion in Hand and No Alarm

Official Account of Some Small Affairs in Northern

.......................

Liaoyang, May 31.—Continuous fighting has taken place north-east of Fengwangcheng and on the railway above Kinchou since taken place eastward of Simatsi, thirty-five miles north of Feng-wangcheng, which lasted from the morning of May 20th. Both sides suffered seriously although the detailed figures are not avail-able. The engagement resulted in the Russians retring on Si-matsi, followed cautiously by the comparises of Japanese are re-ported to have ambushed a pa-trol of the Nerinsky regiment of the Nerinsky regiment was capture he buried his rifie, the acquire he buried his rifie, the was captured, but essaped, dug up his rifie and rejoined his reported along the railway between the Japanese suffered heavily and would have been annihilated and tort infantry reserves come up and forced the Russians to re-tire into Vfangeri. Liaoyaug, May 31 .-- Continuous

......................

GERMAN GRAND DUKE DEAD. Great Fire in Nanaimo

VICTORIA SEMI-WEEKLY COLONIST, FRIDAY, JUNE 3, 1904.

Destructive Blaze at No. 1 Pithead on Sunday Did \$80.000 Worth of Dam-

to prevent the flames being drawn into the mine. Reconstruction is now the order of the day on the scenes of both Nanaimo's recent disasters: A big gang is at work, both at the pithead and the saw-mill, clearing away debris. Mr. Has-lam will put up a new mill immediately. No doubt the Western Fuel Company will rebuild the of thead, but positive orders to commence from Mr. Howard are awaited. The mine itself is in splendid condition and the fan is going again. The shaft, however, is choked with debris, which must be cleared to get the pumps going again. For the present Protection shaft will be used to hoist coal. The necessary changes will be made by Thursday. The out-put will be somewhat reduced for three months, which must elapse before the new pithead is ready.

out them, but the family had fled to a neighbor's. A neighboring farmer drop-ped in in time to prevent him from burning up some bank notes in the stove. Pound's father and grandfather were insame before him.

ALDERMAN PLEADS GUILTY.

Grand Rapids, Mich., May 31.—Ald. Chas. T. Johnson, indicted for receiv-ing a bribe in the Lake Michigan water deal, today pleaded guilty to accepting \$350.

LADS BURIED ALIVE.

Haverhill, Mass., May 31.-Two boys, each about five years old, were buried alive today through the caving of a sand bank. Their bodies were covered for three hours. They were were Orien Betournay and Walter Perry.

Dominion

News Notes

Another Union Joins Ouslaught

on the Ottawa Department

of Labor.

Investigation Commenced Into

Against G. T. P.

joint action with the moulders.

Allen Employment Charges les Object to Government **Giving Line Business.** Herding Run-away Pigs Un-The business community of Seattl hinges a Farmer's Mindjust now puzzling its brain with a tra portation problem of especial intere Crop Prospects. Canadians generally, and particu the merchants at the British Colum coast cities. The point involved is plained in the following special desp: Montreal, May 30.-The longshore-men's union, the largest local body, has joined the moulders' demand that the plained in the following special despat from its Washington correspondent the Seattle Post-Intelligencer: "The plan of the war department ship troops and supplies to upper Yuk points by the way of Canadian ter tory, instead of by the all-Americ water route, does not please the cu toms authorities. The treasury depa ment for several years has been win ing at a plain violation of the navigati laws in Alaska. "The law prohibits the shipment passengers or merchandise between the government should abolish the labor deartment and the Labor Gazette. They The dama proposed by the Associate product of the second produc have appointed a committee to take passengers or merchandise between ports in United States territory es in American vessels. It also proh the shipment of passengers and chandise for any part of the dist between two American ports in for

vessels. "This applies exactly, of course, shipments from Seattle, for example, Bagie, Alaska, for example, by way the White Pass & Yukon railroad a steamer connections. The White Pi steamer connections. steamer connections. The White road uses British steamers only bet White Horse, the northern termini the road, and Dawson. There is the

Knotty Problem

In Transportatio

cumvent the White Pass

Railway.

Uncle Sam'Figuring How to

Sound Transportation Compa

the road, and Dawson. There is the r Our coastwise law absolutely prohi shipments in this way. "For the last two or three years, h ever, the treasury department has de-ed it wise to overlook this provision the law, as applied to this particu route. In the first place, it would exceedingly inconvenient for Americ citizens on the upper Yukon river, a for American shippers on Puget sou if they were denied the privilege of h ing merchandise shipped to Alaska ing merchandise shipped to Alaska way of the White Pass railroad. the absence of a railroad Copper river valley neans of reaching and of any Northeaster aska except by way of St. Micha all-water route, it is positively need that merchandise be shipped to c

all-water route, it is positively necessar that merchandise be shipped to certa parts of Alaska by way of the Whi Pass route. "To prohibit such shipments would 4 to impose much hardship upon person in Alaska, who would then be unable get fresh vegetables, for instance, du ing the season of closed navigation o the Yukon.

"Yet the law does prohibit these ship ments through Canadian territory, al though it happens to be a prohibition that doesn't prohibit, since the treasury department refrains from enforcing the statute in this paricular case. "Now the war department has for ser-

"Now the war department has for sev-eral years been shipping certain sup-pleis to Fort Egbert and other posts or the upper Yukon by way of the White Pass route. A few soldiers have also been carried by this route. There was no trouble, until it appeared recently that the quartermaster's department intended this weer to shin all the troops and all

the quartermaster's department in this year to ship all the troops a the supplies for Fort Egbert by ' the Canadian line. "Naturally the American com interested in water transportation tween Seattle and St. Michael a tween St. Michael and the Yukon points believe they ought to h share of this business. As alread in these despatches, a contract w to American companies, the right reserved to make 'smartener achieve to American companies, the right bein reserved to make 'emergency shipments only, by way of the White Pass. Now that the department seems bent on ignor ing this courtact so far, as Fort Eghr is concerned, the American companies are showing signs of making a fight. 'This prospect is 'unwelcome to the treasury department. If the American companies should demand that the coastwise law be enforced, prohibiting the war department from shipping by way of the White Pass, there would be nothing to do but comply. This would call attention to the illegal practice which the treasury department has al-lowed to exist for several years, and the department naturally does not care Need to exist for several years, and the department naturally does not care to have the matter exploited.
"The cranson government is, of course, pleased with the present order of things. It makes business for the White Pass road, and the Canadian customs officials make things much less unpleasant for our customs officers on the border than they used to do. Yet the Dominion government will not allow an American steamer to engage in the trade between White Horse and Dawson or between White Horse and Dawson or between White Horse and Dawson or between white and the series of the clash between the American steamship companies engaged in the Alaska trade and the war department will be watched with some anxiety by the treasury department."

RARE CHRISTIAN

CHARACTER GONE

Sister Mary Providence Passed Away at the Convent on Sunday Evening.

(From Tuesday's Daily.)

A rare Christian character, 'the pio-neer Sister of Mercy and Educator on Vancouver island," in the person of Sis-ter Mary Providence, has passed into the Great Begond, and as a conse-quence the sistenhood of St. Ann's con-vent and St. Joseph's hospital are plunged in deep grief. Death occurred at 11 p. m. on Sunday, after an illness bore with remarkable fortifude. The re-mains may be viewed today at the con-vent. The funeral will take place to-more.

Sister Mary Providence was a native of Sligo, Ireland, of a distinguished family, and received her early education in that city. She came to Canada in 1850, and a year later joined the Order of St. Ann at Lachine. From Lachine she went to New York, and afer spend-ing some years there decided to come to British Columbia at the solicitation of the Right Rev. Bishop Demens, who was then in charge of the diocese of Victoria.

The trip to Vancouver island was a



INSANE FARMER. St. Thomas, May 30.—Daniel A. Pound, a well-to-do farmer of Malahide township, between thirty-five and forty years of age, became violently insane Saturday. Some pigs had broken loose early in the morning and Pound had his wife out helping to chase them for two hours, clad only in her night dress. He became furiously angry at the pigs, and seizing one, dashed its brains out on the ground, and he jump-ed on another till he broke its back. He then started for his house to get a razor, declaring he would kill his wife and two children, saying that he thousing he would kill he wife

INSANE FARMER.

The trip to Vancouver island was a somewhat trying experience owing to the lack of transportation facilities. Ac-companied by another sister she went from the Eastern States to the Isthmus of Panama. From there they were car-ried across to the Pacific by natives and boarded a sailing vessel for British Co-lumbia. Sister Mary Providence and her companion were the first members of the order to undertake this tedious journey.

of the order to undertake this tedious journey. The mediately upon her arrival here Sister Mary took charge of the St. And's convent, then in a small building hear the present institution. By careful management the establishment graduai-yeatended its influence and it was not long before a school was opened. The first white pupil to be received into the college was the daughter of Gover always accorded the institution his awamest support. To successful was the St. Ann's con-yent under the administration of the Sister Superior that before many years