Wreckage Found Near Carmanah

Part of Broken Bowsprit With Letter "F" Comes Ashore on Island Coast.

Iyo Maru Sails for Orient—Tees Returns From Northern Ports.

(From Wednesday's Daily.)

Two miles west of Carmanah point lighthouse, at the entrance to the Straits of San Juan, more wreckage has been washed ashore, including part of the starboard bow of a small schooner of about 50 or 60 tons, with the letter "F" cut into the bow, evidently the first letter of a name. Four miles west the remnant of a sealing boat was found and some white painted cabin fittings, white taffrail, stanchions, empty cases, barrels and lumber were scattered about the beach. At Clo'oose a coil of rope came ashore. Some days ago wreckage of white painted cabin fittings and a hatch marked 5702 came ashore. On some of the cabin fittings was the lettering, "To accommodate ten seamen only."

In some quarters the opinion is advanced that the wreckage found comes from the missing sealing schooner Fawn, which has long since been given up as lost. She was last heard of when she left English bay after completing her Behring Sea cruise On October 4th with 502 sealskins on board. These sealskins were insured by the sealing company, although no insurance was carried on the vessel.

Nothing was heard of the Fawn after she left English Bay in company with the schooners Carrie C. W. and Victoria. The masters of those vessels reported on arrival that a heavy cyclonic storm raged on October 8th and 9th in the Northern Pacific, and it is their opinion that the Fawn was lost in that storm. If so, wreckage from the vessel would not drift to the Vancouver Island coast.

The Fawn was built by Norwegians for Messrs. Earle & Magnesen at Chemainus in 1892, and sealers who knew the vessel say her name was cut into the wood as indicated, and her taffrail was painted white. The Fawn was 59 tons register. The current which sets from the southward brings much wreckage to the Island coast in the vicinity of Carmanah, and it may be that the wreckage now reported is from some schooner lost to the southward.

THE WHALERS.

Bonanza Alone Is Wrecked—News of the Frozen-up Fleet.

Capt. Mogg of the steamer Bonanza, the only one of the whalers which is a wreck in the Arctic, who journeyed to Eagle city with Capt. Amundsen reports that the following whalers are at Herschel island or close to it: Thrasher, Alexander, Bowhead, Jeanette and Karluk.

"The whaler Charles Nansen is at Toker point. The Olga is reported safe at Bayley island. Capt. McKenna, of the Charles Nansen, reports that the Herman, the Beluga, the Belvedere and the Narwhal were last seen steaming eastward toward Bayley island with the intention of wintering inside the southwest sand spit.

"The whale catch as reported by Capt. Mogg for the past season is as follows: Alexander, seven; Herman, one Beluga, four; Bowhead, eight; Belvedere one; Thrasher, two; Jeanette, eleven; Karluk, four; Narwhal, one; Charles Nansen, one, and Olga, one."

WILL GO FISHING.

Captain Alex. McLean to Go Into the Halibut Business.

Capt. Alex. McLean, sealer, erstwhile of the Acapulco, is to commence work as a halibut fisherman this week. He has purchased the schooner Ella G., a small fishing vessel which formerly belonged to Seattle and was sold to Stockham & Dawley, of Clayoquot, after she had grounded on Clayoquot spit about a year ago. Capt. McLean has secured a crew and will fish for halibut off Cape Flattery and the Vancouver Island coast. It is the intention to ship the fish in ice to Victoria and Vancouver.

IYO MARU SAILS.

Steamer Iyo Maru of the Nippon Yusen Kaisha line, Capt. Thompson, sailed for the Orient yesterday after embarking a score of Japanese passengers at the outer dock. The steamer had a large cargo of general freight, 7,538 tons in all. Flour forms a large part of her cargo. She will carry about 150,000 sacks, consigned to Japanese ports. Fifteen hundred bales of raw cotton, consigned to Japan, also goes out on the steamer. The shipments of cotton cloth are also very heavy. All the cotton cloth goes to China.

Several locomotives, box cars, passenger coaches, steel rails, railroad supplies of all kinds, structural iron, bridge timbers, pig lead, fertilizer, meat, paper, provisions, clothing and other miscellaneous material form the remainder of her load.

Among the passengers of the Iyo Maru was Rear Admiral Suzuki, one of Japan's most prominent surgeons, who is in charge of the medical work in the Japanese navy and who was on board the Mikasa during the battle of Tsushima.

FIRE ON MARIECHEN.

Fire broke out on board the German tramp steamer Mariechen, loaded with cargo at Seattle for Vladivostok, originating in the forward hatch. The fire, which endangered other shipping, was caused by spontaneous combustion. The master of the steamer, Captain John Geerdes, claims that the detected strong odors of kerosene gas escaping long before the flames broke forth. When the fire broke out an explosion occurred and then a sheet of flame shot up through the hatchway.

Three minutes after the flames appeared streams were being played on the blazing hulk from engines on the piers. The fire tug Snoqualmie is out of commission new engines and boilers being put in place. This left the department only with its land force to fight the fire and only the fact that there is an engine company located four blocks distant saved the Seattle waterfront. Had the flames ever gotten out of control the fire would have swept along the harbor front and caused inestimable damage.

The Mariechen is scheduled to sail Friday for Vladivostok. She is owned by Max Jebsen, of Hamburg.

TEES RETURNS.

Arrived Yesterday From Ports of the Northern Coast.

Steamer Tees of the C. P. R. line, Capt. Hughes, reached port yesterday from Naas, Skidegate and way ports in northern British Columbia, with about twenty passengers and a small cargo including 1,100 cases of salmon from River's Inlet. The steamer had a rough voyage, dirty weather being experienced during the major portion of her cruise in northern waters.

MARINE NOTES.

A despatch from Hongkong received by the Merchants' Exchange says the cargo of the Pacific Mail Company's steamer Siberia has been damaged by fire.

Steamer Otter sailed last night for Clayoquot with a cargo of lumber and merchandise for the new saw mill on Clayoquot Sound.

G. S. Sutherland has gone to Glasgow after interviewing the Vancouver shareholders of the Union S. S. Co., to endeavor to induce the Scotch directors to consent to a deal whereby the company will pass into the hands of Frank Waterhouse and Sutherland. The proposition of Mr. Sutherland is that Frank Waterhouse and he will organize a company to operate the Union Steamship Company's steamers and several other steamers which are now being sought. It is the desire of the promoters of the Union Company to turn over their stock and accept payment in shares in the new company.

Steamer Teucer has been launched at Liverpool for the Alfred Holt line. The steamer is 482 feet long with 52 feet beam.

Capt. Ashmead of the steamer Hounslow is suffering from a painful accident, having broken two bones in his ankle when stepping from a sidewalk at Esquimalt.

The Norwegian steam collier Reidar was in port yesterday so that her master might consult with Dr. Milne, Dominion Immigration agent with regard to landing seven of his crew who are suffering from trachoma and have been refused landing both at San Francisco and Ladysmith. The seamen were not permitted to land here and the collier continued on her way to San Francisco.

Regarding the stoppage of the seven men from landing at Ladysmith the Nanaimo Herald says: The captain wanted to discharge them at Ladysmith and ship other sailors in their places, but as soon as Officer Conway got wind of the proposal he visited the ship and forbade the men to come on shore. He had an officer on duty all last night to prevent them coming ashore and it is believed the ship will sail today with the men still on board. The question of whether Officer Conway was acting strictly within his rights in refusing a landing of these men was one that he was not convinced about in his own mind but he resolved to take a chance, an darter he had placed the officer on watch he telephoned up to Nanaimo Customs Officer B. H. Smith and asked his opinion. Mr. Smith said at once that he was perfectly justified under the circumstances an dadvised that the quarantine in such cases be made absolute."

HOPE MOUNTAIN ROUTE.

President Hendry Says V. V. & E. Will Adopt New Line.

A despatch from New Westminster says: A definite and important announcement has been made by President Hendry, of the Vancouver, Victoria & Eastern railway, who says that the new railroad will cross the Hope mountains near Hope, B. C., follow the Fraser river down to Sumas, where an important railway center will be established, then along the line of the old Yale road. The new line will come to Cloverdale and connect with the Great Northern main line.

It has long been the hope of the people of Vancouver that the V. V. & E. would cross the Fraser near Hope and connect with the V., W. & Y at the north end of the Squamish but the present announcement downs all such hopes. The country around Harrison lake is rough, which has evidently proved the objectionable feature.

Photograph of Odessa's "Schlachtfeld"

Bodies awaiting Identification after Odessa Massacres.
FROM ILLUSTRATION.

MINING AT GRAND FORKS.

Active Operations Being Pushed by Owners of Minnehaha.

Grand Forks, Dec. 12.—Word has reached here from Triple Camp, some 50 miles up the West Fork, that all the properties in that camp have suspended operations for the winter months.

The American syndicate that recently acquired the Minnehaha group of claims near Danville, Wash., has slerady got a small force of men at work on the claims and it is intimated that they will have at least fifty miners on the pay roll by January 1 next. It is stated that $100,000 have been set apart for the winter development of these properties, it being fully expected that the expenditure of this amount will put the properties on a shipping basis.

A deal is reported to be pending for the sale of the Blockeye property near this city. It is understood that it will be for a cash consideration of some $5,000.

Glanders in the Boundary

Dr. Frank, Dominion veterinary inspector here, found three cases of well-developed glanders yesterday, in consequence of which two valuable horses belonging to the Rutherford Bros. were ordered shot and another valuable animal belonging to Freman Barrett of the Granby smelter. It is understood that a thorough examination of all stock in the district will take place immediately.

J. W. Shaw has been awarded a contract for some 3,000,000 feet of sawlogs to be supplied to the Kettle River Lumber Company.

It is likely that Alderman Frank Hutton will be a candidate in the mayoralty contest. In this event there will be a three-cornered fight, ex-Ald. S. M. Martin and Mayor Hammer both being in the field.

MINISTERIAL APPOINTMENTS.

Under Secretaries of Various Departments Are Announced.

London Dec. 12.—The following ministerial appointments were officially announced today: Financial secretary, to the treasury, Reginald McKenna; under secretary for home affairs, Herbert Louis Samuel; under secretary for the colonies, Winston Leonard Spencer Churchill; under secretary for war, the Earl of Portsmouth; paymaster general, Richard Knight Causton; secretary to the admiralty, Edmund Robertson; under secretary for India, John E. Ellis; attorney general, John Lawson Walton; solicitor general, J. S. Dobson; lord advocate for Scotland, Thomas Shaw.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other powders, as it is both soap and disinfectant. 34

C. P. R. and Freight Rates

Reply of the Railway Company to Complaints of Coast Merchants.

Rates Reasonable Being Lower Than in Corresponding U. S. Territory.

Following is a portion of local interest of the reply made by the C. P. R. to the complaints of the Vancouver merchants respecting freight rates:

The complainants in their complaint to the board, which is to be found on page 3288 of the evidence, state that the respondent company has practically abandoned its original position, and in justification of this statement the complainants refer to a letter of Mr. MacInnes, dated February 10, 1903, and a leter of Mr. Peters dated February 17, 1903. The respondent company denies that it has ever abandoned any position which it has heretofore taken on this question. Its position is clearly outlined in said letters, and the respondent company requests the commissioners to carefully consider the said letter of Mr. MacInnes, dated February 10, 1903, as part of its reply to this complaint.

A considerable portion of the traffic marketed in Alberta and British Columbia interior points originated in the natural geographical advantages claimed.

That there is no such discrimination as alleged between Winnipeg and Vancouver.

That the complaint of the British Columbia coast cities could not be granted without infringing upon the rights claimed by other communities.

That the classification used by the respondent company is more liberal than that used by the American lines.

That the rates of the respondent company are reasonable, being lower than those in corresponding territory in the United States.

In conclusion, the respondent company submits that the foregoing fully answers the complaint of the boards of trade of the Pacific Coast cities, and under the circumstances the board should not entertain their application.

BIG MINE CONTRACT.

Le Roi Winze Is Now to Be Deepened to the 1750-Foot Level.

The contract for deepening the winze from the 1,550-foot level of the Le Roi down to the 1,750-foot level was let yesterday by Superintendent Trevarrow, says Saturday's Rossland miner. The territory between the 1,350 and the 1,550 has proven so productive, and such good shoots of ore have been found in it that the management has decided to go to still greater depths in order to uncover the shoots that are supposed to exist there. In the Centre Star the main shaft has been deepened down to the eleventh level, and a station is now being cut out at that point, which is 1,530 feet below the collar of the shaft. In this mine, too, the ground between the tenth and eleventh levels is said to contain some rich and good-sized ore shoots. Indeed, the explorations in both these mines in the lower levels have resulted in developments of a most encouraging character, and have added several years to the lives of both mines. The intention of the management of the Le Roi, should the ground prove as rich as it is expected it will be between the 1,550 and the 1,750 foot levels, is to deepen the main shaft from the 1,350-foot level.

KOOTENAY'S RECORD ORE SHIPMENTS

Output for Last Week Indicates Unusual Activity in the District.

Nelson, Dec. 12.—The week's mineral shipments from the Kootenay country are the heaviest hitherto on record, and this in spite of the fact of the non-shipment of ores from the St. Eugene. The biggest contributor is the Boundary district, and here still further improvement may shortly be looked for, just as soon as the improvements on the B. C. copper smelter are completed, permitting that reduction works to handle another 1,000 to 1,500 tons daily for the Mother Lode and other properties. In Eastern Kootenay a similar increase may be looked for from the shipments from the St. Eugene, to meet which additional furnaces will have to be built in both the Hall Mines and Trail smelters. And yet another increase is to be looked for from the direction of the Sullivan smelter, now barely six months in operation, but which within a year will have doubled its capacity. This activity in the lead districts is largely due to the unprecedented rise in lead, as that in the copper districts is largely due to the unwonted-ed

Firmness of Copper Quotations

It is considered by mining men of prominence both in Boundary and in Rossland that there is not likely to be any serious drop in copper inasmuch as such large interests as the Canadian Pacific and the powerful New York syndicate which is backing James J. Hill have acquired first-class mines in both these camps.

A prominent Rosslander said yesterday to your correspondent, referring to the unexpectedly complete victory of A. J. McMillan in the recent London Le Roi shareholders' meeting, and the effect that that might have upon the three-dollar smelting rate quoted by the C. P. R. smelter at Trail, that he did not expect there would be any difference made in the shipments of the Le Roi, the contract entered into by the directors of that company binding the shareholders. But if he did and the Northport smelter were again to smelt Le Roi ores, there would be no serious difference to Rossland.

If the Rate Were Maintained

there were many mines, partly developed but unable to work owing to the higher rates prevalent in the past, which would warrant the investment of capital and which would ship as much or more ore in the aggregate than the Le Roi is now doing. It is stated that an attempt will be made to renew shipments to Northport and it is therefore likely that the smelting works there will again resume operation just as soon as Mr. McMillan is firmly seated in the chair from which he was so abruptly thrust. An action would lie, possibly, but if undertaken by the Trail smelter it would involve the proving of damage, and although this, no doubt, could be done, yet the disclosure of business, taken together with the fact that plenty of pyrrhotite ore is obtainable outside of the Le Roi, would probably preclude such a course being taken.

TO BRING OTHER LINES TO COAST

A Railway Story Which Has Much Interest for Victorians.

According to a well known railroad man, who, with a reporter went over the railroad situation, present and prospective, in the northwest, careful study of the maps showing the principal railway systems of the United States can only lead to the conclusion that the building of the Chicago, Milwaukee & St. Paul to the coast will force other competing lines to take the same action says the Seattle Post-Intelligencer.

This is particularly true of the Northwestern system. These two railways occupy identically the same territory in the states where they are now in operation and practically parallel each other to all of the principal points where the systems reach at the present time. Occupying the same territory and competing for the same business the extension of the Chicago, Milwaukee & St. Paul to the Coast forces the Northwestern to make a similar extension for protection. As the situation now appears it will be necessary for the Northwestern to follow in the wake of the Milwaukee or lose practically all of the transcontinental business.

Direct Line Has Advantage

This is considered an established fact among railway officials of this city who have made a careful study of the situation. It is considered certain that shipments from the Coast to points reached by the Chicago, Milwaukee & St. Paul and the Northwestern would be sent over the line operating direct, in case one of the systems should fail to make the Coast extension.

During the past few years whenever either one of these two systems has made an extension of any importance it has been followed by a similar extension on the part of the other line. This is shown in a recent movement on the part of the two lines. The Chicago, Milwaukee & St. Paul commenced an extension to Rapid City, in South Dakota, and hardly was the official announcement of this extension made before the rival system commenced plans for the same extension.

Mileage of Two Systems

The Chicago, Milwaukee & St. Paul has something over 7,000 miles of road, and the Northwestern has over 9,000 miles of road, reaching some points of minor importance in Minnesota and Iowa that are not touched by the other system.

It is believed that the extension of the Chicago, Milwaukee & St. Paul will also force the Northern Pacific and Great Northern systems to either make important extensions in Minnesota, Iowa and Illinois or acquire some of the independent lines of those states, in order to compete with the new transcontinental road for the local business of those states. The Great Northern and Northern Pacific have not reached into this territory very strongly, for the reason that it was considered the teritory of the Northwestern and Chicago, Milwaukee & St. Paul. By its determination to build to the Coast the Chicago, Milwaukee & St. Paul has thrown open the gates for competition in its own territory, and it will be necessary for the Great Northern and Northern Pacific to make such extensions for its own protection.

Through to Chicago From Coast

It is porbable that the new transcontinental system will also res ult in the Minnesota Transfer being done away with, and through passenger and freight trains from the Coast to Chicago over the two lines now operating to the Coast. The Hill lines now control the Burlington system and operate from St. Paul to Chicago over this road. With the Milwaukee operating direct from Seattle to Chicago it will be necessary for the other two lines to adopt a similar system and this will be done by making the Burlington from St. Paul to Chicago a part of the two transcontinental systems.

This will mean that the great railway systems of the United States will be divided as west from Chicago and east from Chicago making that city the great railway center of the United States.

With the Chicago, Milwaukee & St. Paul and the Northwestern extended to the Coast and in all probability operating steamship lines to the Orient, the Union Pacific and the Canadian Pacific must come to Seattle to secure a part of the Oriental trade.

Other Lines Must Reach Seattle

With steamships such as the Minnesota and the Dakota operating from Seattle to the Orient, the trade will come to Seattle, and when the Union Pacific builds to this city it will not be a branch from Portland, but through the mountains from Eastern Washington. It is believed that the Canadian Pacific has already commenced on its plan to extend from some point on the boundary to Seattle and that the Sanders franchises for proposed interurban lines is in reality the Canadian Pacific.

With the Union Pacific extension to Seattle the southern territory will be thrown open to Hill. It has long been known that an understanding existed between the Hill lines and the Union Pacific whereby each road was to leave the other have its own teritory, but the announcement of the Milwaukee system is said to have caused this tacit agreement to be dropped.

As the Rock Island is too strong a system to simply remain an independent inland road, it is believed that this system will extend to San Francisco to secure an ocean outlet.

Realignments in Montana

Another railway movement that is being discussed is the possible intention of the Great Northern to connect up its Billings system. It is believed that the announcement of the Milwaukee road will force Mr. Hill to this, as the new system will be particularly strong in Montana.

It is rumored that Mr. Hill has already acquired several of the local systems operating in the Milwaukee and Northwestern territory in Minnesota and Iowa in the movement to compete with these two systems, and that negotiations are pending whereby the Great Northern will acquire the Wisconsin Central, the Great Western and the Minneapolis & St. Louis.

ADULTERATED FOODS.

Ten Retailers in Vancouver Convicted and Fined.

Within the past two weeks ten local retailers have been penalized by the pure foods branch of the department of Inland Revenue for selling adulterated foods not labeled in conformity with the terms of the Adulteration Act say the Province. The amount of the penalties varied in accordance with the character and composition of the article, but in each case the forfeit ran up to between $9 and $12 as the costs of analysis, and to this was added the cost to the department of procuring the foods tested.

The department is also out after the manufacturer and vendor of mixed foods and compounds which are not labeled according to the act. A number of labels covering compounded jams and jellies at present on the market were sent some days ago to headquarters at Ottawa with the query as to whether the words "compound" and "mixture" were sufficiently conspicuous. In reply, a telegram was received to the effect that the labels were not in compliance with the Adulteration Act. The words "compounds" and "mixtures" must be as conspicuous as the words "jams" and "jellies." In the labels sent to Ottawa the words announcing the contents of the packages as mixtures or compounds were printed in minute type and placed in an inconspicuous place.

RAILROAD GRAIN RATES.

Chicago, Dec. 12.—The executive officers of the western railroads settled the grain rate at a conference today, when the Chicago, Milwaukee & St. Paul agreed to cancel the through corn tariff from the Missouri to Liverpool, and all the roads assented to a test four-cent differential in favor of the gulf ports and against the Atlantic ports for six months. The St. Paul and some of the other lines held out for a three-cent differential, but the Gulf roads would concede only half a cent under the figure in force previous to the rate war.

Collins Now On His Defence

Lawyer Talks for Three Hours Telling Tale of Alleged Persecution.

Evidence Given Against Him by Many Witnesses at San Francisco.

(From Wednesday's Daily.)

George D. Collins is fighting for liberty at San Francisco on the same lines as he fought here. His defense is the same, that he had never married Charlotta Collins, to whom he pointed in court, saying "This woman was never my wife." He says he married her sister Agnes, who is dead, and a mistake arose through the error of a Mr. Midgeley, who went to the registrar to secure a marriage license for him wherein by the name of Charlotta was inserted in the license and consequently in the marriage record instead of that of Agnes.

Collins spoke for three hours, outlining his defence before a courtroom crowded with spectators, two-thirds being women. He advanced also two technicalities in his defence.

Regarding his coming to Victoria, Collins said he was hounded so by reporters and others, men with cameras, etc., that he concluded he would leave San Francisco, coming back when his health would permit him to fight his enemies. He had friends in Montreal. Once there he knew he would be cared for. In Victoria he learned from a reporter that he was wanted in San Francisco on a charge of bigamy. He went at once to the Chief of Police and said to him: "I am George D. Collins. When I came to your city I registered under a false name because I did not want to be bothered with reporters." He told me that he could not arrest me. When they brought the perjury charge it was so surprising that the defendant concluded to return and fight, and he then demanded that he be extradicted. Of course I might have come back of my own accord, but I chose to come under the protection of the law. He did not take flight on the perjury charge, but he removed from the jurisdiction for his health.

In the case for the prosecution evidence was given by Mrs. Josephine Angell, who was cook for Collins and his family in 1901. She gave evidence that the family then consisted of "Mrs. Collins his sister-in-law and the three children." He gave her a note addressed to "Mrs. Collins," which the witness said she presented to "the lady sitting beside the district attorney"—indicating Mrs. Charlotta Collins. She also testified that the sister-in-law was Florence Newman, and that she heard the voice of the defendant each night and morning, but that she seldom saw him, as he took his meals down town. She heard the children call the defendant "papa" and he addressed Charlotta as their mother. She left in January, 1902. Agnes Newman, whom Collins asserts was his wife, died in May, 1901.

Charlotta Collins was called, but did not give evidence. Collins objected on the ground that a wife could not give evidence against her husband. He said:

"I object to the swearing of this person on the ground of the theory propounded by the prosecution that she is the wife of the defendant," he said, and his objection was sustained by the court.

Carried Arms For the Finns

Exciting Voyage of The Fulham Carrying War Supplies to Revolutionists.

Transhipped Guns to J. Grafton Afterwards Blown Up by Her Crew.

British steamer Fulham, a sister vessel of the Henley and Hounslow, now at Esquimalt, has arrived at Seattle from Muroran. It was in the hold of the Fulham that one of the largest shipments of arms for Finnish patriots was carried and transhipped to the steamer John Grafton, concerning whose strange fate Colonist despatches told some weeks ago. By clever manoeuvring and skilful planning the entire cargo of 5,000 cases of rifles and a large quantity of revolvers, swords, bayonets, bombs and other material for carrying on a long war was transhipped to the steamer John Grafton off the coast of Finland. The Grafton was shortly after wrecked and then blown up by her crew. The Russian government confiscated the entire amount, and many of the Finnish patriots were hanged and shot for their connection with the filibustering expedition.

Captain Gow, now in command of the steamer, was her master at that time.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery. 20

ROYAL CITY NOTES.

Evening Paper in Liberal Interests to Appear Shortly.

New Westminster, Dec. 12.—At a meeting of the shareholders of the new evening paper, the Daily News, which is to be started here in January, the following board of directors were elected: President, J. Reichenbach; vice-president, R. Buckland; secretary-treasurer, G. O. Bouteiler; editor and managing director, Dr. E. D. Sawyer; J. C. Brown and J. B. Kennedy. The company will have a capitalization of $25,000 and the paper will be issued early in the new year. It will be Liberal in politics.

The British Columbia fisheries commission has adjourned till February after sending in an interim report to Ottawa, containing a number of important recommendations. In the meantime the Rev. Mr. Taylor of Wellington has left for the spawning grounds up the Fraser for the purpose of gathering information there.

Fisheries Inspector Sword has received official notice from the department that the order-in-council of February 3, 1905, will be rescinded in so far as it affects the fishing and canning operations here during the year 1906. The portion referring to 1908 is to remain undisturbed. This applies to the proposed close season.