Gun-running Plan Is Frustrated

Kanagawa Maru Brings News of Fillbustering Venture Which Police Spoiled.

Ship A. G. Ropes Dismasted and Wrecked in Typhoon Which Was Disastrous.

(From Wednesday's Daily.)

Steamer Kanagawa Maru, of the N. Y. K. line, Capt. J. W. Wale, reached port yesterday morning from Yokohama after an uneventful voyage. She brought 19 saloon passengers, among them being Dr. W. A. P. Martin, an authority on matters relating to China, an interview with whom is published in another column; T. Sugimura, who will join the Japanese consulate at Ottawa; Mr. and Mrs. and Miss Ambler, a missionary family; T. Oyama and T. Goto, Japanese bound to London; H. B. Angwin, M. Gorten, Mr. and Mrs. and Miss Lund, G. M. Willax, W. H. Hunt and six other Japanese. There were 14 intermediate passengers, 74 Japanese and 1 Korean. The cargo included 2,750 tons of general merchandise, amongst which was 9,100 cases of this season's tea, 395 cases of silk goods and raw silk. About 100 tons of Chinese and Japanese merchandise was landed at Victoria.

News was received from Hongkong by the Kanagawa Maru that a somewhat sensational story concerned with the running of guns and ammunition which it is stated were intended for rebels in the Philippines has been unearthed by a detective department in Hongkong. According to the Hongkong Telegraph of July 12, the scheme was projected by a syndicate who have previously been suspected of gun running to various countries in the Far East, and it was financed by men who have ample funds at their command.

During the previous week a foreigner who is not altogether unknown in Shanghai, and whose exploits as an evader of established law and authority brand him as a true type of the filibuster, arrived in Hongkong. He was not much to look at in appearance, but he had the funds at his back and a great proposal in his pocket. He was unknown to the venturesome spirits of Hongkong, and he had to feel his way with care. Eventually he met some outside brokers, to whom he disclosed his intention of running a big cargo of arms and ammunition into the Philippines. The order had come, he hinted, through the revolutionary bands in Samar and the other unsettled portions of the Philippines. It was the first that had been received, and if it was carried out successfully, the rifles and ammunition landed secretly and handed over to the guerilla bands which continue to harass the Americans, further orders would be given. Money was no object to the revolutionaries. Each rifle was worth its weight in gold to them, and ammunition would be paid for at something like a thousand per cent. above market price.

The difficulty which confronted the filibusterers was to procure the arms without knowledge of the government, for in Hongkong the authorities refuse to allow arms to be exported without permits. Eventually he secured 10,000 rifles and 1,000,000 rounds of ammunition, which were secreted at Hongkong when the steamer sailed. The enterprising foreigner wanted a great deal more than 10,000 rifles, but for a first attempt that number would do. The scheme seemed to be going on famously, and there was little to do beyond getting the arms and ammunition aboard a vessel which the leader of the expedition was said to have in readiness, when a cloud arose. There was some dissension among the filibusterers, and one of them informed the police and the scheme was nipped in the bud.

One of the members of the enterprise said to a Hongkong Telegraph representative, in a most aggrieved tone: "What have the police to do with it, whatever? Didn't the Boers run their cannon into South Africa in piano cases? Nobody split on them, and if they had done so, what would have happened? Nothing. We can wait a little; there is plenty of time." Another gave a new version of the real destination of the arms and ammunition. "We are going to ship the goods to the borders of China, the French borders, and the British government cannot prevent us. There is no treaty between Britain and France as to shipping arms, and so the Hongkong government cannot touch us." But it is just possible that the explanation is merely a blind.

THE A. G. ROPES.

Kanagawa Maru Brings Details of the Injuries Sustained by the Ship.

Advices were received from Kobe by the steamer Kanagawa Maru of the injuries received by the American ship A. G. Ropes, since stated to be a constructive total loss. The A. G. Ropes was found dismasted in the Kii channel by the steamer Spezio, which towed her to Kobe. The ship was en route from Hongkong to Baltimore with a cargo of matting, and on July 17 she met a typhoon off the Luchus islands. This typhoon did widening over a hundred craft, including a fleet of pearl fishing vessels, a disaster involving the loss of over 400 lives. In a few minutes all the masts and spars, with the exception of the foremast and bowsprit, were carried away. The falling spars did great damage to the ship. As the tremendous weight fell, it crashed through the decks, smashing the roofs of the deck houses, and driving big holes in the decks themselves. Most extraordinary of all, not a man was injured in the wreck that was caused by the storm. With the lurching of the ship some of the huge spars fell overboard, and those on deck could feel the shock as the heavy cross-trees were knocked against the ship's bottom.

When the typhoon passed, things were put shipshape as much as possible and the A. G. Ropes made 400 miles on her foremast, which is of steel, and withstood the storm. This carried four sails. The two other masts were blown overboard, rigging, spars and all, a clean sweep being made of everything.

Under her foremast, the A. G. Ropes made the Kii channel, with the object of putting in at Kobe. At the entrance to the channel the captain came up by the wind that had brought the ship eastwards, but when about five miles up, with the darkness falling, the wind dropped completely, and they began to drift back to sea. In this dangerous position the ship sighted the steamer Spezia, and was taken in tow just outside the channel, and was brought to.

Captain Rivers says he has a full cargo of matting and other light merchandise for Baltimore. With this cargo the vessel was six or seven feet higher out of the water than she would have been if carrying a heavier cargo, such as sugar, and the captain believes that the light cargo saved his ship from sinking, as had she been lying lower in the water the high seas would have got into the hold where the deck was smashed in by the falling spars. Captain Rivers considers it particularly fortunate that no one was injured. On board were his wife and their few months 'old child—the lady having had five years of sea life—and besides a crew of 27 all told, there was also one passenger, making a total of thirty, who have had a narrow escape from shipwreck.

WOMEN WITH WEAKNESS.

For all weakness from which girls and women suffer, no surer remedy exists than Dr. Hamilton's Pills. They maintain that bracing health every woman so earnestly desires; they uproot disease, and bring strength that lasts till old age.

"No medicine could be more beneficial than Dr. Hamilton's Pills," writes Mrs. Mary E. Ayrton of Victoria. "I have been strengthened, my digestion is better. I have improved in color and feel considerably better since using Dr. Hamilton's Pills." 50c. a box everywhere, 25c. per box or five boxes for one dollar.

KOOTENAY POWER LITIGATION.

City of Nelson Loses Suit Brought by Power Company.

Nelson, Aug. 8.—The judgment of Mr. Justice Irving in the case of the West Kootenay Power & Light Company vs. City of Nelson, tried here two weeks ago, has been received by the local registrar and handed out. The learned judge finds that the onus of proving their throwing rock from the site of the city's new power plant at upper Bonnington Falls into the Kootenay river would not injure the company's properties across the river and lower down the stream, rests on the city contractors who are doing the work, and, it follows, on the city authorities. The judge further finds that the city authorities failed to satisfy him that no injury would result from dumping the rock from the site into the river. On the contrary, he thinks the broken material would likely find its way into the company's intake. He declares that he is left to conjecture on several important points—the depth of the river, the force of the current, the character of the river bed, and the like, but that as the onus of proof was on the defendants, and they have failed to convince him that no injury to the plaintiff's works results from their dumping the rock into the stream, he continues the injunction against them and orders them to pay all costs.

The decision will be at once appealed. In the meantime the effect of the judgment will be, so the city solicitor states, to stop all work on the city's new power site.

A coroner's jury today in the J. H. Nolan case returned a verdict of suicide while temporarily insane. Nolan was senior warden of the Nelson Masonic lodge, and will be buried by the Masons.

Ushering in A New Epoch

Russian National Assembly to Be Proclaimed by Czar on Saturday.

For the First Time in Centuries People are to Be Consulted.

ST. PETERSBURG, Aug. 8.—The national assembly—the first gathering together of representatives of the Muscovite people since Emperor Alexander Michaelovitch, the second of the Romanoffs, summoned the last zemsky sobor in the seventeenth century—will be proclaimed on Saturday next.

The final session of the special commission which has been considering the project as detailed by Minister of the Interior Bouligan and elaborated by the council of ministers was held at Peterhof today. Its verdict upon the project as a whole was favorable, and at the conclusion of the session Emperor Nicholas set the seal of his approval thereto.

The sitting today continued from 2:30 until 8 p. m., when the commission finished the labors upon which it had been engaged almost constantly for the past week. Several of the members in whom the Emperor reposes special confidence were requested to return tomorrow to Peterhof to assist him in the preparation of a solemn manifesto through which the sermons to the representatives of the people will be issued.

The report that Emperor Nicholas will go to Moscow, the ancient capital of the empire, to proclaim

This Epoch-Making Change

in the institutions of Russia has been revived, and it finds credence. It is known that special precautions have been instituted for guarding the railroad between St. Petersburg and Moscow over which the Emperor would travel, and despatches last week announced the arrival in Moscow of two additional regiments of Cossacks. The proclamations undoubtedly will be made from Peterhof.

Though the project has undergone many changes during the many conferences at Peterhof, it is understood that its main outlines are substantially in accord with the project as it emerged from the council of ministers and as described in these despatches from time to time.

In principle the national assembly will be a deliberative and consultive body for the discussion of measures laid before it. It will have the power to force the withdrawal of ministerial propositions by a two-thirds vote, which gives it at least a negative control over legislation. It will be a large body, probably over 500 members, chosen by a system of indirect elections; and the first session, it is understood, will be held in November. The elections will take place in October.

COSTA RICA ELECTIONS.

Government Prohibits All Outdoor Political Meetings.

San Jose, Costa Rica, Aug. 8.—A government decree issued today prohibits outdoor political meetings and other public manifestations and authorizes the police force to disperse those who violate the order. The object is to maintain public order in view of the approaching presidential elections, so as to avoid possible complications.

BRIDGE BUILDERS' TROUBLES.

Strike Against Cleveland Company to Commence Tomorrow.

Cleveland, Ohio, Aug. 8.—According to information given out at the headquarters on the international association of structural iron and bridge workers, the strike by its members against the American Bridge Company will not begin until Thursday morning. The primary cause of the strike is said to be because the company refuses to recognize the union of Newhaven, Conn. It is now estimated that 15,000 structural iron workers will quit work on Thursday.

NEW YORK STRIKING BAKERS.

Trouble Among Hebrews Spreads to Brooklyn.

New York, Aug. 8.—The strike of bread bakers in the Hebrew quarters today spread to Brooklyn, where a union of 180 bakers quit work and marched together to join the main body of strikers then holding a mass meeting in Manhattan. Previous to this four other bakeries in New York were added to the strikers. President Kurez, of the bakers' organization, says that practically every union baker in the city is now on strike. In consequence the price of Kosher bread, which had already risen from four and five cents a loaf to eight and ten cents, is again advancing, this time about two cents a loaf.

WARD LINER ASHORE.

Vessel Stranded on Reefs Off Florida Coast in Dangerous Position.

Miami, Fla., Aug. 8.—The Ward line steamer City of Washington is stranded on the reefs five miles south of Fowey Rock lightship. Wreckers have gone to her assistance. It is said that the boat is lying in a dangerous position, and unless vessels of large size come to her assistance there is little hope of getting her off. It is said the boat has a large and valuable cargo.

In command of Capt. Mitchen the City of Washington sailed from New York August 3, bound to Progresso and Tampico, Mexico. She carried a full cargo of general merchandise, but few if any passengers. On the steamer there is a crew of 56 men.

Brings Home Some New Ideas

Architect F. M. Rattenbury Has Some Valuable Pointers for Victorians.

A New Road Making Process—Need of Amusement Palaces in Cities.

(From Tuesday's Daily.)

A Colonist reporter yesterday had an interview with F. M. Rattenbury, who has just returned from a trip to England. The excessive heat across the channel having deterred him from paying his intended visit to the Continent, he spent most of his time in or near London, devoting a considerable amount of attention to the improved modern system of hotel construction, the street paving problem and other matters of a kindred nature, which are exercising the minds of men of his profession. The question of street paving being perhaps uppermost amongst these as the question of the moment in the metropolis of today.

"Two things especially," said Mr. Rattenbury, "forced themselves on my mind. One was that since the motor car as an institution has come to stay, it is perfectly obvious that even with the finest roads the system of motor traveling is and will continue to be objectionable to everybody, except the occupants of the motor by reason of the dreadful dust they raise. It consequently follows that it is with them, as also with us out here, the problem of the future to construct roads which will not only stand the wear and tear but will also be comparatively dustless. In London they are now making an experiment on the Thames embankment between Blackfriars and Westminster bridge, which everybody is watching with keen interest. What they are doing is to lay on the top of the ordinary macadam a layer about six inches thick of a composition made of broken rock, gravel, asphalt and, I understand, some patented mixture. This operation must commend itself to us in Victoria as one to be carefully observed since something of the same nature will certainly require to be done here in the near future. The quality to be secured in the result achieved is, of course, a pavement at once durable, practically dustless, fairly noiseless and durable; and it is claimed for the composition under review that it possesses all these qualities, which, of course, remains to be seen.

"The second thing was this—that wherever one goes the effects are to be seen of the modern system of exhibition-holding in all populous centres, especially in America. These places, with their palatial buildings, their ample and attractive surroundings and all the appurtenances for interesting the public are primarily designed for business and educational purposes, their secondary object being the attraction and inducement offered by amusement. It appears now to be a generally accepted theory that such places, after they have served their original business purposes, should be converted into permanent palaces of delight for the people. Coney Island, for instance, burnt and rebuilt in a palatial manner, remains as a permanent place of amusement and fairyland of light and beauty; and not for the original rough population of Coney Island is this metamorphosis achieved, but for the joy and delectation of New York's working thousands generally. The buildings are practically palaces and are as cheering and attractive as it is possible to make them. This, I think, in view of the proposal for a winter garden, etc., now before the city fathers, is a matter worthy of note.

"I noticed in London that the old order of hotel systems is passing rapidly away; their dark corridors and secluded reception rooms are becoming a thing of the past, and in their place is springing up a more gregarious humanising system of apportionment, where in place of walls and doors the spaces are divided off merely by screens and curtains so far as the general rooms and offices are concerned, and in this way an effect is obtained which does away with that aloofness which to strangers and pilgrims has ever been the abomination of desolation when sojourning in England's dismal isle.

"As regards methods of transport I may say only great changes are taking place. Seven years ago when I went over in the Lucania, of 12,000 tons, she was the largest boat afloat, larger than the Great Eastern. This time I went over in the Celtic, of 22,000 tons, and fitted inside and out with all the convenience and luxury of a first-class hotel. Such changes have been made in construction that the accident hemperceptible, and the terrors of seasickness have been relegated to the realm of oblivion, the limbo of forgotten things. I was absolutely assured that seasickness was unknown on board this vessel, and this was borne out by my own observation and experience.

"As regards my land journey I have only to relate that all the great hotels in the mountains and on the lakes built by the C.P.R. are all filled to overflowing, and that this is said to be the best tourist season on record."

BELGIAN LACEMAKERS' WAGES

Belgian female workers on hand-made lace earn from 25 to 30 cents per day of twelve to fifteen hours' work. In Eastern Flanders the wages are still lower, ranging from 16 to 20 cents per day. Girls from six to nine years of age are instructed in lace-making in schools superintended by nuns. A few years ago the earnings of lace-makers in East Flanders averaged only from seven to eight cents per day, as the lace was then sold direct to dealers.—From a consular report.

TOURISTS SNOWBOUND.

Sudden Storm in the Alps Detains a Large Number.

Innisbruck, Austria, Aug. 7.—There has been a heavy snowstorm through the Interzerler valley. One hundred and forty tourists are snowbound.

HANKOW RAILROAD.

China Wishes to Purchase American Owned Line.

Oyster Bay, N.Y., Aug. 8.—Sir Chen Tung Liang Cheng, the Chinese minister arrived here tonight and dined with the President and Mrs. Roosevelt. Sir Liang came here at this time partiqularly to talk over with the President matters relating to the Hankow railway, concerning which J. P. Morgan had a conference yesterday with the President. Sir Liang desired to present a statement of the situation from the standpoint of the Chinese government. Sir Liang remained at Sagamore about two hours. The President authorizes the statement that the conference relates entirely to the negotiations pending in regard to the Hankow railroad.

Sir Liang, speaking of the interview, said: "China wants to purchase the railroad and its concessions and has made an offer for it. We are trying to patch up an arrangement which will be satisfactory and I think an entirely friendly settlement will be reached."

It can be said by the authority of the President that the visit of Secretary Shaw to Sagamore Hill yesterday had no relation to the secretary's retirement from the cabinet.

Secretary Shaw expects to resign next winter. It is accepted generally in political circles that the secretary expects to become a candidate for the presidential nomination in 1907 and his relinquishment of the cabinet duties is to free him from any embarrassment in the conduct of his campaign for the nomination.

PEARY'S STEAMER SIGHTED.

Vessel Returning From Labrador Passes Polar Expedition.

St. John's, Nfld., Aug. 8.—Steamer Kite, returning from Bowsell's Harbor, Northern Labrador, reports sighting on August 3 a large three-masted slate-colored steamer, with funnels abaft the mainmast, in the mouth of Makovick Bay, steaming north, with numerous icebergs in the vicinity. It is believed she was the Peary steamer Roosevelt.

LYNCH LAW IN TEXAS.

Mob Takes Guilty Negro From Jail and Hangs Him.

Waco, Texas, Aug. 8.—At 2 o'clock this morning mounted citizens numbering 600 surrounded the court house and jail, and, making prisoners of Sheriff Lilley, the jailer and all the deputy sheriffs, broke open the jail, took Hank Majors (colored) out, and, after hearing his confession, hanged him from the new bridge. Majors had recently been convicted of criminal assault and given the death penalty, but had been granted a new trial.

MISPLACED HUMOR.

American Divine Reprobates Mirth in the Pulpit.

Chatauque, N.Y., Aug. 8.—Dr. James Buckley, chairman of the episcopacy committee of the Methodist-Episcopal church, declared today in an address that a clergyman has no right to make his congregation laugh and that to do so is irreverence. "Yet there are a good many clowns in the pulpit," he concluded.

YELLOW FEVER REPORT.

Archbishop Chappelle Regarded as on Road to Recovery.

New Orleans, Aug. 8.—Official report of yellow fever to 6 p. m.: New cases, 60; total to date, 616; deaths today, 4; total to date, 112; new subfoci, 17; total subfoci, 118. Wednesday is the day set apart for the general street-cleaning movement. There will be a general suspension of business, all the merchants offering to lend their carts and horses, and their employees to assist in the work.

Archbishop Chappelle passed the crisis in his illness today, and is now regarded as on the road to recovery.

Liverpool, Aug. 8.—Sir Alfred Jones, president of the Liverpool school of tropical medicine, has received a cable from Mayor Behrman of New Orleans accepting the offer made yesterday by Sir Alfred of the services of the school during the prevalence of yellow fever. Major-Surgeon Donald Ross, professor of pathology and dean of the school, will sail for New York on the Campania next Saturday, and on arrival will proceed at once to New Orleans.

THE NORTHERN MERGER.

J. J. Hill's Son Succeeds to Vacant Vice-Presidency of N. P. R.

New York, Aug. 8.—It was announced at the office of the Northern Pacific railway in this city today that J. N. Hill, son of J. J. Hill, has been appointed vice-president of the Northern Pacific railway to succeed the late Daniel S. Lamont.

Drowning Accidents At Grand Forks

Two Young Ladies Lose Their Lives While Out With Boating Party.

Blacksmith Overcome by Heat While Fishing Drowns In Kettle River.

From Our Own Correspondent.

GRAND FORKS, Aug. 8.—Miss Agnes Ruckle and Miss Ida Anderson were drowned at 2 o'clock yesterday at English Point, some five miles from Lavalley's pleasure resort at Christina lake. A party consisting of Mrs. Wolverton, Miss Marjorie Wolverton, Miss Agnes Ruckle and Miss Ida Anderson, accompanied by Andrew Miller, foreman of the Cascade power house, were boating at English Point when the accident happened. The bodies of the drowned girls were brought to Cascade. Miss Ruckles' remains will be shipped to Beaver Point, Salt Spring Island, her home, for interment, while Miss Anderson's remains will be sent to her parents near Minneapolis, Minn. Both young ladies, school teachers, were at a picnic, and were swimming in the lake when they lost their lives.

A. W. Fromme, a blacksmith who worked here recently for Joseph Sinclair, was drowned yesterday at Midway while out fishing. He fell into the Kettle river, and drowned in three feet of water. The time of his death he was employed as blacksmith for Fred Johnson, the well-known railway contractor. It is supposed that he was overcome by the extreme heat, which accounts for his drowning in such shallow water.

BAD STOMACH MAKES BAD BLOOD.

You can't make sweet butter in a foul churn. Every farmer's wife knows this. Your stomach churns and digests the food you eat, and if foul, torpid or out of order, your whole system suffers from blood poisoning. You will have foul breath, coated tongue, bad taste, poor appetite and a whole train of disagreeable symptoms. Dr. Pierce's Golden Medical Discovery, which is not a beverage, composed of whisky or alcohol, being entirely free from intoxicants, is a great regulator and invigorator of the Stomach, Liver and Bowels.

"About a year ago I was ill with blood poisoning," writes Miss Eveline Louis, of 89 Walter Street, Buffalo, N. Y. "I had what seemed to be a small cold sore on my lip. It became very angry in appearance and began to spread until it nearly covered my face. I was a frightful sight and could not go outside the house because of my appearance. I used a blood medicine which did not give me any relief. Then I began to take your 'Golden Medical Discovery.' I was greatly benefited with the first bottle and after taking the second bottle was completely cured. The erysipelatous eruption disappeared and my blood was cleansed. My complexion is clear and fresh and I have felt better this year than I did for some time before. Dr. Pierce's Golden Medical Discovery is certainly a most remarkable medicine."

Don't accept a substitute for a medicine which performs such cures and which has a uniformly successful record of nearly forty years to its credit. It's an insult to your intelligence for a dealer to try by over-persuasion to palm off upon you in its stead some inferior article with no record to back it up. You know what you want; it is his business to meet that want.

$50,000 GIVEN AWAY, in copies of The People's Common Sense Medical Adviser, a book that sold to the extent of 500,000 copies a few years ago, at $1.50 per copy. Last year we gave away $50,000 worth of them. Will you share in this benefit? If so, send only 21 one-cent stamps to cover cost of mailing only for book in stiff paper covers, or 50 stamps for cloth-bound. Address Dr. R. V. Pierce, Buffalo, N. Y.

Constipation although a little ill, begets big ones if neglected. Dr. Pierce's Pellets cures constipation.

All Now Ready For Peace Envoys

Initial Meeting Will Be Restricted to Four of the Foreign Plenipotentiaries.

Pleasant Social Functions are Attended by Missions Yesterday.

Portsmouth, N.H., Aug. 8.—Arrangements have been made for the initial meeting of the peace conference at the navy yard here tomorrow morning.

The present programme is that there shall be present only the four plenipotentiaries and possibly a Russian and a Japanese secretary. The initial formality will be the exchange of credentials. After deciding the language to be used the envoys will then arrange for the time of meeting each day and for the number of meetings. The negotiations for the first meeting were conducted by the plenipotentiaries direct. The subject being taken up today at the luncheon and later today the details were arranged.

Whatever the outcome of the negotiations it is believed there will be at least two meetings.

In official circles the belief is that although tonight the two missions appear far from agreement, once the plenipotentiaries are in conference the position of each will be greatly modified and they will make an earnest effort to come to terms.

Japan's Irreducible Minimum

Although she has prepared an irreducible minimum Japan will not present this in such a form. There will be demands in the Japanese programme which her plenipotentiaries are empowered to modify. In short, Baron Komura and Minister Takahira will present Japan's programme in as diplomatic a form as possible. The terms will be called "basis for negotiations" rather than demands.

The Russians do not hesitate to reiterate that they will have no trouble in reaching an agreement, provided Japan's terms appear to be reasonable. "But," added a Russian tonight, "Japan must remember that we have come to this country because of a real desire for peace, and not because we are unable or unwilling to continue the war indefinitely."

It is thought that it may be possible tomorrow to exchange the fundamental basis on which the representatives of the two belligerent powers may be able to come to an understanding. It is only after an accord on such a fundamental basis that an armistice will be considered advantageous by both parties. On one point the Russian delegates

Are Instructed Not to Yield

that regarding a war indemnity.

The Russian and Japanese peace missions are tonight on the eve of facing each other for the purpose of seeking to end the war in the Far East, if possible, consummating a permanent peace. Tomorrow they will meet in the naval stores' building of the navy yard. The Russian plenipotentiaries will examine the credentials and powers of the Emperor of Japan has delegated to Baron Komura and Minister Takahira, and in turn the plenipotentiaries of the Japanese Emperor will examine the powers which the Czar has conferred upon Mr. Witte and Baron Rosen.

The second day's session, Thursday or Friday, is expected to be devoted either to a consideration of the Japanese terms or to a proposition for an armistice by the Russian plenipotentiaries. It has been estimated that if a basis of negotiation for peace is found the actual negotiations

Will Consume Five Weeks

time before a treaty can be perfected and signed.

The landing and reception of the envoys today was replete with ceremony. The envoys of both Japan and Russia were affected by the demonstration accorded them, and constantly raised their hats in acknowledgment of salutes.

Three carriages were occupied by each mission, and during the drive through the streets of Portsmouth the Russians and Japanese were given alternate positions. The first, third and fifth carriages were Russian and the second, fourth and sixth were Japanese. The public were excluded from the navy yard, where the envoys landed. The Russian suite was proceeding to the house, where the envoys were met from the landing when the salute from the battery announced the landing of the Japanese.

The envoys were met at the court house by Assistant Secretary of State Peirce, who first presented Mr. Witte to Governor McLane and then Baron Komura. The senior Russian commissioner presented his suite to the chief executive of New Hampshire and the Japanese plenipotentiary did likewise.

Governor McLane's formal words of welcome was responded to by a profound bow by both parties. At the conclusion of the ceremonies the entire

Party Was Photographed

When the Hotel Wentworth was reached there was an outburst of applause. Both parties took dinner at the same time in the main dining room of the hotel. The Japanese were early to dinner and were assigned to a table in the centre of the long room. They had only half concluded their meal when the Russian envoys entered and were escorted to the extreme end of the room directly past the Japanese table. No recognition, however, was made by either.

As the guests of Rear Admiral Mead the plenipotentiaries and their suites today were introduced to about 60 invited guests. Informality characterized the whole affair. The members of the two missions showed no hesitation in joining in the general conversation with the guests. Baron Komura and Baron Rosen were especially cordial in their greeting and were soon engaged in a long conversation, retiring to one side of the hall. The democratic sight of Mr. Witte handing refreshments to the guests was one of the interesting incidents of the luncheon. Before leaving the Russian and Japanese envoys again cordially greeted each other.

THE REGATTA AT COWES.

Royal Yacht Squadron Annual Meeting in Solent.

Cowes, Aug. 8.—The regatta of the Royal Yacht Squadron opened today. The chief event was the race for King Edward's cup. Almost as great interest, however, centered in the race for 52-footers over the short Queen's course, which resulted in a victory for the Herreschoff built boat Sonya. The winner was followed in by the Moyana, the Britomart, the Maymon and the Gauntlet in the order named.

Half a dozen boats started in the race for King Edward's cup, including Emperor William's American yacht Meteor, which was the scratch boat. The yawl Satanic soon took the lead, the Meteor following. The race was ultimately won by the Earl of Dunraven's Cariad, which had a handicap of 56 minutes, although the Satanita, the Meteor, the yawl Byrnhild and the schooner Centonia finished ahead in the order named.

A Brilliant Spectacle.

The Cowes roads presented a brilliant picture from the bright sunshine. The warships are prettily decorated, and the yachts, including the American boats Atlantic, Hildegarde and Utowana, are ablaze with bunting. Hundreds of steam launches and other boats crowd the water, passing to and from the lines of French and British fleets. King Edward on board his old yacht, the Britannia, cruised about, watching the racing, in which much interest was also shown by the French visitors.

Vice-Admiral Caillard, commander-in-chief of the French fleet, and other French officers were guests at luncheon of the Royal Yacht squadron, and spent the remainder of the afternoon attending a variety of social functions.

TO REVIEW FRENCH FLEET.

His Majesty Will Inspect Combined Squadrons at Cowes Today.

London, Aug. 9.—King Edward will review today the combined French and British squadrons off Cowes and afterwards the French squadron will enter Portsmouth harbor. With the exception of the visiting of an American squadron two years ago this will be the only foreign squadron that has ever entered Great Britain's most closely guarded naval centre.

The regatta of the Royal yacht squadron opened yesterday. The chief event was the race for King Edward's cup. Almost as great interest centered in the race for 52-footers over the short Queen's course, which resulted in a victory for the Herreshoff built boat Sonya. The winner was followed in by the Moyana, the Britomart, the Maymon and the Gauntlet in the order named.

HERNSTER IS WRECKED.

Gasoline Schooner Lost in Plover Bay—Volunteers' Arduous Trip.

A despatch received yesterday from Cape Nome says the gasoline schooner Barbara Hernster lies a total wreck off the entrance to Plover bay. On the evening of July 28, in a dense fog and with a heavy sea running, she piled up on an uncharted reef and began to go to pieces. The passengers and crew took to the boats and safely reached the beach, about 600 yards distant. A. Paulson, mate of the Hernster, left the wreck of the vessel and another of the crew brought the news to Nome, arriving here after a struggle with wind and sea lasting sixty-five hours, utterly exhausted. Count Padorski, acting governor general of St. Nicholas, who was one of the passengers on the Hernster, called for volunteers to go to the wreck of the Hernster to Nome, and the three men responded. They started in a whale boat and crossing Behring sea at Nome encountered a succession of storms. As a result of their three days' trip they reached Nome completely exhausted. The schooner Alice has been sent with a relief party on board the Hernster when she was wrecked were Count Padorski, Arent Lippe of the Northeast Siberian Company, several prominent Russians, a party of American prospectors, M. Swanson, wife and baby, and thirteen of the crew.

KEEMUN DELAYED.

China Mutual Liner Not Likely to Arrive Until September.

Owing to the remarkable congestion of shipping affairs on the Japanese coast for the past six or seven weeks the China Mutual liner Keemun, which on regular schedule should now be in port from Liverpool, is not likely to arrive till the latter part of the month or early in September.

The glut of shipping at Japanese ports is due to the fact that on July 1 last the increased import duties in Japan went into effect. In order to get goods into the country before the rise in the tariff hundreds of thousands of tons of freight were rushed to Japan from all parts of the world.

The result was that by the middle of June every Japanese port was full of steam and sailing craft, and lighterage could not be had for any amount of money. Vessels arriving at the various ports simply had to await their turn for lighterage, and some craft were from four to six weeks getting discharged.

LEGAL INTELLIGENCE.

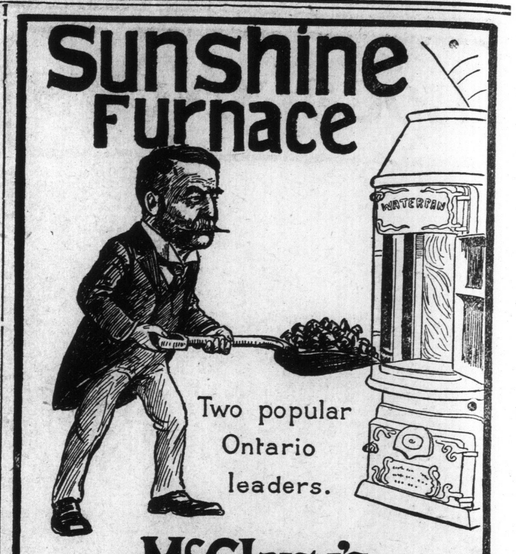
(Before Hon. Mr. Justice Duff.)

August 7, 1905.

Re Iomi Yama, Tirajiro Asano and Otsu.—These three Japanese were passengers from Japan, per steamer Tartar, for the United States, but on arrival at Vancouver they were informed by the United States medical officer acting for the immigration authorities, that he could not grant entry into the United States. On this decision they were held for deportation back to Japan on the steamer Tartar, which was scheduled to sail on the above date. Mr. Ford, counsel for the Japanese, made application for their release on the ground that they were being unlawfully detained on board the vessel. No one appeared in opposition to the application, which was granted.

It is altogether likely, though, that the Japanese having failed to pass the medical test of the United States immigration officials, they will come under the jurisdiction of and receive attention from the Canadian immigration department.

Sunshine Furnace



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Great Magnet To the Tourists

Transportation Co's Awakening to Possibilities of the Yukon.

Predicted That Shortly It Will Be Famous Route of Travel.

A Dawson correspondent writes as follows: The Yukon basin is being visited this summer by more tourists than ever in the history of the country. The transportation people seem to have awakened to some degree to the fact they have a golden field here to the North in the Alaskan archipelago and the Yukon basin as a summer resort and a tourist route, and are beginning to exploit the fact. It is predicted that within two decades this will be one of the most famous routes of travel in the world.

Henry A. Richmond, a retired business man of Buffalo, N. Y., who is in Dawson, en route through the Yukon basin on a pleasure trip, said:

"Everything in this Northern country is colossal and surprising. The beauty of the coast trip to Skagway, the marvels of the mid-air journey over the White Pass railway among the clouds, the charm of the ride down the sinuous Yukon amid the ever-unfolding panorama of hills and valleys clothed in exquisite verdure, forests and endless quantities of flowers, is beyond the description of an ordinary mortal.

"With the temperature here at all times like that of the most delightful spring day, with no prostrations from heat, this land seems doubly blessed, especially when we received telegrams here daily of the people of New York, Montreal and other Eastern centres dying by the scores from heat prostrations. This is an ideal land, a halcyon land.

"I know that 30,000 people annually go to Portland, Me., to escape the heat and to have a journey into new districts. Thousands go elsewhere in the East. They know nothing of the Yukon. They do not know that this country is so easy of access, only seven days from Victoria and only twelve days from New York city, and that the best of steamboat and train service can be had every foot of the way. When the world knows these facts the Yukon will get an influx of visitors. The Northern steamboat and railway people are remiss in advertising the charms of this country. Why not flood the States and Canada with literature on the Yukon, and get up a booster's war cry of Yukon as a great summer resort?

"What are the beauties of the Hudson compared to the trip up the Alaskan coast on the four days' run from Victoria to Skagway? The Hudson sinks into insignificance. To enlarge the scope of the Hudson to the beauties of the Alaskan archipelago it would be necessary to stretch the Hudson to ten times its length, multiply the height and beauty of its palisades from simple statelinesss to overshadowing grandeur in the form of towering mountains; expand the river at times to two and six miles in width; sprinkle the course with a score or more of snow-capped peaks; fringe the border beneath the peaks with virgin blue forests; throw in schools of porpoises and whales; plant several glittering mammoth glaciers at picturesque points here and there; picture the heavens with ineffable sunsets and the glorious tints of sunrise and sunset that rival the wildest imaginations of man, and then, after all this, the old Hudson might begin to compare with the serene inland sea of Alaska.

"The absolute comfort in travel from Victoria to Dawson, the good hotel and table accommodations, the magnificent steamer service on the Lower Yukon, and the ocean connections at St. Michael and Nome for the return trip south make a great circle route in the North that is something with which to conjure, and which will be a great magnet when the advantages of the Yukon as a tourists' resort are better advertised."

SAN FRANCISCO VETERINARY COLLEGE, next session begins July 17. Catalogue free. Dr. E. J. Creely, Pres., 510 Golden Gate Ave., S. F., Cal.