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thereon. Baron Suyematsu is a handsome man with fine features the bearing of the Japanese aristo- He is hastening to the financial e of the world under secret in- tions of the most importan kind. said that he bears despatches of national importance, but his chief on concerns finance, and is pro- the outcome of the many con- ces which have taken place of late een the cabinet and the Mikado, e of which has appeared in these ns.

ss Forrest and Miss Lawrence, two missionaries, one from western a, the great province of Honan, he other from Japan, were amongst passengers, and in response to tions talked freely of the conditions e Christian missions in those lands. Honan mission is in a thriving tion, and no fears are entertained there will be a recurrence of the ble uprising of a few years ago. mission has good buildings and work goes on peacefully and use- The Japanese missionary spoke he good work being done in the try which has recently been des- l as "the land without a religion the people without a superstition," said that gratifying progress was made.

e Iyo Maru left last evening for le after landing her Victoria t.

following is the passenger list: cabin, for Seattle—Baron Suye- n, Dr. Paul Edwards, Mrs. J. W. k, and two children, Miss Forrest, Lawrence, G. E. Albricht, K. usa, K. Shibama, J. Takakusu, O. s, K. Ikawa, S. Takida, J. Nishio, I. O'Leary and A. Hatton. ond class, for Seattle—H. Yoko- , M. Hishida, E. H. Simpson, N. mo, T. Tomoyeda, G. Hagiya, R. Wood, S. Rokkaku, L. Peke, Nobara, S. Hoshino, Mr. Ishimoto, rada and J. H. Steen. erage—Victoria, 22; Seattle, 112.

ONLY A SLIGHT COLD.

It May Lead to Consumption and an Early Grave.

your blood is poor or watery, a of cold or influenza will settle our lungs, and the silent cough day may turn to the raking con- tive's cough of tomorrow. ak lungs are caused by weak weak blood is an open invita- for consumption to lay upon you and of death. that cough by enriching your and strengthening your lungs Dr. Williams' Pink Pills. They new, rich, red blood. They add power to the lungs. They have hundreds from a consumptive Here is a positive proof that Williams' Pink Pills cure where medicines fail. Miss Katie Henry, ottetown, P.E.I., says: "Some s ago I got caught in a rainstorm the wetting was followed by a At first I paid but little atten- o it. But as the cold clung to me inally developed into a hacking I became alarmed and consulted a who gave a bottle of medicine. tunately it did not help me, and to grow pale, lose in weight, ny appetite completely left me. ow regularly under the care of octor, who told me that my lungs affected, and that I was threaten- th consumption. The doctor nent did not seem to benefit me least. I steadily grew weaker, nally was compelled to remain At this time a friend urged me Dr. Williams' Pink Pills, and brought me three boxes before I consented to take them. I gladly ed the treatment, and was soon be out of bed and take a walk lay. I am now in the best of health and weigh ten pounds more than before I took sick. I feel that owe my life to Dr. Williams' Pink and hope that my experience will some other sufferer. diseases which come from poor or weak nerves can be driven the system by the use of Dr. ns' Pink Pills, which may be om any dealer in medicine, or sent postpaid at 50c per box, or xes for $2.50, by writing direct Dr. Williams' Medicine Co., ille, Ont. Remember that substi- nd medicines said to be "just as do not cure.

noy Soap—disinfectant—is strongly ended by the medical profession as ard against infectious diseases.

strong eat well, sleep well, look he weak don't. Hood's Sarsapari- s the weak strong.

"hold my future happiness," he girl. "don't you hold it yourself?" she oyly. he wasn't so heavy that he couldn't sily.—Chicago Post.

BERLAIN'S COUGH REMEDY IS PLEASANT TO TAKE.

hnest quality of granulated loaf used in the manufacture of Cham- Cough Remedy, and the roots its preparation give it a flavor sim- maple syrup, making it quite pleas- ake. Mr. W. L. Roderick, of Poole- d., in speaking of this remedy, I have used Chamberlain's Cough with my children for several years truthfully say it is the best prepar- the kind I know of. The children ake it and it has no injurious after For sale by all druggists and

The Semi-Weekly Colonist.

VOL. XLVI., NO. 24. VICTORIA, B. C., TUESDAY, MARCH 1, 1904. FORTY-FIFTH YEAR.

ANOTHER FEARFUL MARINE DISASTER.

Steamer Queen with upwards of Two Hundred Passengers Takes Fire off the Columbia River Early on Saturday morning on her way north and the whole of her stern upperworks are burned away. For safety the passengers are put into the lifeboats and two capsized, drowning nine, four others burned to death and one dies from exposure.

STORIES OF THE RESCUED PASSENGERS

Survivors of the Queen Disaster Arrive From Port Townsend and relate Their trying Experiences.

Among the Victorians who arrived least evening per the Pacific Steamship Company's steamer Umatilla, outward bound for San Francisco, and on which vessel the large bulk of the Victoria passengers from the Queen traveled, was Mr. Thomas W. Walker, manager of the garment rooms of Turner, Beeton & Co. Mr. Walker was met at the outer wharf and accompanied home and there very cheerfully gave the following very grabic account of the awful experiences of the many passengers and the crew of the steamer during the early hours of Saturday morning last.

Some of the scenes on the Outer wharf when thepassengers landed were most affecting and many of the friends of the passengers were there to meet them.

There was a very heavy wind blowing right on shore and considerable difficulty was experienced in making a landing.

Mr. Walker very modestly disclaimed any practical merit on his own part of the proceedings, but he admitted that he had had a terrible time and was sore all over. Hardly he added, had he had shod since Saturday morning.

The first alarm was given almost simultaneously by Mr. A. Brown, of Regina, Alberta, who with his wife and two children were passengers, and by the watchman. Mr. Brown noticed the fire and advised the officer in charge and awakened the passengers as he passed. This was at about 5: 45 on Saturday morning when the steamer was about fifty miles south of the Columbia river and well out to sea. The weather was very rough and some of the passengers had not left their berths since leaving San Francisco. Among the latter was Mr. Steiner, Mr. Walker's roommate, and he was very nervous in dressing, but thanks to the coolness of Mr. Walker himself and kindly counsel by Mr. Walker the young fellow calmed down and eventually was induced to dress fully. His sister, one of the lost, occupied the next room and was also alarmed.

The captain was sleeping at the time of the discovery of the fire, but on hearing the news, as already stated in the telegraphic despatch, at once came on deck, dressed in his pajamas only, and there he remained thinly clad as he was until all danger was over, which must have been for nearly six and a half hours.

The first thing done was to lower three boats, which were ordered to patrol the ship, presumably in case of any panic among the passengers who might jump overboard and the wisdom of this course was subsequently abundantly exemplified when Fred, a Swedish sailor, personally saved seven of the passengers from boat No. 6 which was in spite of the heroic efforts of the crew, of waiters, two of whom were drowned, swamped in by the belting of the heavily rolling vessel.

After the three patrol boats had been got out the fire signal was given. Mr. Walker thinks it was four blasts of the whistle and every man was at once in his place. There was very little excitement and no panic, but at first there was a slight mix-up on account of it being necessary to both lower boats and fight fire. The women and children were the first taken care of and as each boat was lowered the crew of that boat took their places. After the boat had been examined by an officer to see that the plugs and appurtenances were all O. K., and with no flurry the women and children were put in and the boat carefully lowered and not allowed into the water until just at the right moment when the ship was down on the side from which the boats were being lowered. Any gentlemen who wished to go with his wife was at liberty to go, and to show the coolness and utter absence of panic, one lady on getting into the boat, came to the conclusion she had not sufficient wraps and stepped out of the boat and went for more and came back and took her place, nobody dreaming of usurping it.

All boats were ordered to keep near to the burning steamer, and had it not been for the unfortunate accidents by which two of the boats were stove in by contact with the vessel there would have been but a very small loss of life. The other boat which was lost was manned by sailors and firemen and all were drowned.

The average number of people placed in each of the boats was about eighteen, including the crew. The only passenger drowned in No. 6 lifeboat was the sister of Mr. Walker's roommate, Mr. Steiner. Three passengers were drowned from the other boat, which Mr. Walker thinks was No. 4.

In the meantime passengers and crew were fighting the fire which had assumed alarming proportions; some with the hose and some with Babcock extinguishers. These were found to be most useful and were instrumental in a great measure in putting out the flames.

The fire workers were operating both from below and above and axes were used from above to break the deck so that the hose could be used to the very best advantage.

Some of the passengers, among whom was Mr. Walker, were directed by Capt. Cousins to launch the liferafts, as there was only one boat left on the steamer and the three patrol boats for the balance of the passengers and crew to get away on in case it was found impossible to put out the fire—high for a time seemed to be getting the upper hand. These rafts were all launched and towed at a safe distance from the burning ship.

Meanwhile everything possible was done to attract the attention of any vessel which should happen to be in the vicinity and rockets and roman candles were sent up as long as it was dark, and when daylight came on the desolate scene the ensign was hoisted half-mast and wrong way up. This latter signal was seen by a lumber schooner southbound called the Santa Monica. She bore down on the distressed steamer and was hailed by Capt. Cousins and asked to stand by in case of further accident and follow to the Columbia river, whither the captain decided to run after the boats had been taken on board again.

The unfortunate women in the boats, which as before stated were covered in keep within sight of the steamer, were in a dreadful plight. A very heavy sea was running and in one of the boats the bailing was done by a handbag of one of the lady passengers, named Mrs. Montgomery, of Wellington, New Zealand, which contained jewelry of the value of $1,200. These valuables were simply emptied out into the boat and the bag used as a baler, and it was due to this that this particular boat was kept afloat. To the lasting credit of the crew be it said that every article was subsequently recovered by Mrs. Montgomery excepting one stud worth about $60.

Miss Rothwell, a young Vancouver lady, was also in a terrible plight. She was so situated that at every stroke of the oar by one of the crew of the boat she was struck by the oar on the forehead. She had on a heavy corduroy skirt, which soaked in water made the weight of it very great, as she and all the occupants were sitting in over two feet of water.

When it was decided that the fire was under control the boats were recalled on a prearranged signal, three blasts of the whistle, and the passengers landed one by one on the life rafts, which were hauled to the side of the vessel and the women were hauled up by a line which was fastened under the arms, and the poor half frozen people's hands placed on the line above their heads. Everybody was safely hauled on board, each one being drawn in and hot coffee, whisky and brandy administered as soon as they were on board. The unburnt staterooms were placed at their disposal and everything possible done to alleviate their sufferings. One poor woman succumbed to the exposure, an old lady who died shortly after being hauled on board.

After the boats had been slung on the davits, where they were left hanging outside in case of further trouble, the Queen proceeded for the Columbia river accompanied by the schooner Santa Monica.

The chief officer meanwhile informed the captain that the rudder and chains were in good working order, so Capt. Cousins informed the schooner that all need for their assistance was over and she was left.

When the Columbia river bar was reached it was decided by Capt. Cousins that the sea was too bad for the steamer to attempt to cross it, so he decided to make straight for Port Townsend, where the steamer duly arrived at 10 o'clock yesterday morning, passing Victoria well on the American side three hours previously.

All the trouble, however, was not over as when the steamer got to Flattery one of the worst electrical storms Capt. Cousins said it had ever been his lot to experience came on at about 2 o'clock yesterday morning. A terrific heavy southeasterly gale was blowing and the sight was simply awful to behold. A large number of the passengers were, of course, bentless, and witnessed the grand and awe-inspiring sight, and Mr. Walker says that as long as he lives he will never forget the grandeur and solemnity of the lightning flashes, terrible wind and sheets of rain and snow. The rain fell so heavily that the great seas were calmed and the thunder, the swish of the rain and the roar of the wind was a combination which no one on the steamer will ever forget. The storm only lasted for three-quarters of an hour, but it was long enough to make an impression which will never be eliminated from the minds of those fortunate (or unfortunate) enough to witness the scene.

All the berths aft of No. 31 were completely gutted and many of the occupants of them lost all their belongings. One lady, Mrs. Brown, the wife of the gentleman who first discovered the fire, landing at Port Townsend dressed in a man's night robe and a blanket.

The ladies who had anything left willingly divided up their clothing with the unfortunates who had lost their all, and there were but few who had some kind of an outfit to go on shore with. Mr. and Mrs. Jensen lost everything and had to go around dressed in blankets.

The passengers on Saturday morning framed an address to Capt. Cousins and his heroic crew, in which was outlined their everlasting obligation for the splendid manner the awful series of events were handled and the grand seamanship displayed by all. This was read just before Port Townsend was reached and all gave the brave captain and his equally brave crew three cheers and a tiger.

Mrs. Adolphus Williams of Vancouver, Miss Rotherell, also of Vancouver, and a Mrs. Percival, were prominent among many other brave women, and even after being hauled on board instead of attending to their own needs stayed to assist their more weakly sisters, among whom was the stewardess of the steamer, who was badly used up and lost all her belongings.

Much of the lost luggage could have been saved had the passengers thought of going back for it, but in the first rush all that was thought of was personal safety, and when the luggage was thought of it was too late to go back.

The steamer was entirely gutted for fully fifty feet, and all the elegant hand-carved furniture utterly burnt up. The great frames of the steamer are twisted all out of shape and tell the story of the terrible experiences of the passengers and crew quite as eloquently as the worn and tired passengers tell it themselves.

Although the patrol boats never ceased their patrol, no bodies of those who were drowned were recovered.

The following is the full list of passengers who were bound to Victoria with their places of residence:

R. H. Ferguson and wife, Beaumont, Tex.; Mrs. Capt. Langley and daughter of Captain Wallace Langley of Victoria, B. C.; W. J. Montgomery and wife, Wellington, N. Z.; James Gardhouse and wife, Toronto, Ont.; W. Thurston, Vancouver, B. C.; Thos. W. Walker, Victoria, B. C., manager of Turner, Beeton & Co's factory; A. C. Taylor and wife, Kamloops, B. C.; Miss W. Cooper, San Francisco; Miss E. Rothwell, Vancouver, B. C.; Mrs. Adolphus Williams, Vancouver, B. C., wife of Mr. Williams, the eminent counsel; J. Leishman, Los Angeles, Mrs. E. S. Jones and daughter, Nanaimo, B. C.; Miss Gordon, San Francisco; A. Brown, wife and two children, Regina, Alberta; Thomas Burns, Victoria, B. C., the well-known customs officer here; C. S. De Succa and wife, Dawson, Y. T.; Mrs. and Miss Boles, Winnipeg, Man.; W. MacLeod, Vancouver, B. C.; A. Strachan, Phoenix, B. C.; H. Bushby and S. G. McGuire, Vancouver, a total of 30, but only 29 on the passenger list, one of the children not being counted or two children as one.

Louis Hubner, one of the stewards, is in the Marine hospital at Port Townsend, injured in the back. He was crushed between one of the boats and the belting of the steamer.

MRS WALLACE LANGLEY.

"I cannot speak too highly of the heroism displayed by Capt. Cousins, his brother officers and crew; to them belong the credit for averting a disaster which might have proved immensely more serious."

With these words Mrs. Langley, wife

(Continued on Page Eight.)

LIST OF THE DEAD.

First-Class Passengers—Miss Steiner, of Cleelum, drowned; Mrs. Adams, died from exposure.

Second-Class Passengers—D. Newberry, of Texas and H. Buckley residence unknown, who were drowned.

Deck Hands—A Neilson, J. Nelson and B. Frietas, all of San Francisco, drowned.

Firemen—Peter Nuhn and M. Flynn, both drowned.

Stewards Department—W. Heineman, drowned; M. Somers, burned; H. Douglas, burned; A. Donnelly, burned, and Raymond, burned. All of these were of San Francisco.

SPECIAL TO THE COLONIST.

Port Townsend, Feb. 28.—Fourteen lives were sacrificed as the result of a serious conflagration which broke out on the northbound steamer Queen, Capt. Cousins, while that vessel was off Tillamook rock, at 4 o'clock Saturday morning, and of this number four met a fate much more than that of ship-wreck, being suffocated and later burned in the roaring furnace which for a time threatened to consume the handsome vessel.

The origin of the fire is a mystery at this time, to be developed at later when an investigation is held, but the general opinion is that the deadly electric current is responsible for the damage that was done, for the place where the fire was first discovered was directly on the rounds of the watchman and no less than four different officers had been in the stern of the vessel a few moments before the flames and smoke were discovered. The blaze originated on the saloon deck immediately in the rear of the dining room and before it was finally extinguished had eaten away the upper works as far forward as rooms 32 and 33 on the upper deck.

That more lives were not lost is attributable entirely to the strict discipline of the crew and the cool-headedness of Capt. Cousins, who directed their movements. Part of the detachment were told off to fight the flames while others quickly manned the boats and hovered near to assist any who might fall into the water or jump overboard. There was no need of service of this kind, but the boats nevertheless rendered prompt assistance when Capt. Cousins decided that for the safety of the women and children on board they should be put into the boats which then drew off into the protection of the lee of the vessel.

Capt. Hibberd, superintendent of the Northern Commercial Company of Alaska was aboard and rendered Capt. Cousins valuable assistance by directing the embarking of the women and children, and it is conspicuous to note, in contrast to a recent event of a similar nature in the straits near here, that no accident of any sort marked this dangerous undertaking. The boats left the side of the vessel in safety and it was not until an attempt was made to return to the ship that an accident occurred. Two of the boats washed under the rail of the Queen astern and were capsized, but of the passenger occupants all but one, a young woman named Miss Steiner, residing at Cleelum, in this state, were rescued in safety. One boat which put off from the weather side of the vessel was not successfully returned, and in this most of the loss occurred, although in the overturned boats on the lee side astern some lives were lost.

In the meantime the work of combatting the flames aboard was progressing successfully, and later it was announced that the fire was extinguished. An inspection was made of the wrecked stern of the ship, and it was then that the full horror of the situation was brought to light, for among the charred embers of the after decks were found the bodies of four of the men of the steward's department, who had evidently been first suffocated in the burning smoke and then burned almost to a crisp.

The unfortunates who met this terrible fate were: Pantrymen M. Somers, H. Douglass, A. Donnelly and Raymond, all of San Francisco.

A muster of the ship's crew and passengers was held at daylight and the following complete loss of life compiled by the purser.

First class passengers—Miss Steiner, of Cleelum, drowned, body not recovered; Mrs. J. Adams, a venerable lady about 70 years of age, residence unknown, who succumbed to fright and exposure after having been successfully returned to the vessel from one of the boats.

Second cabin passengers—D. Newberry of Texas, and H. Buckley, residence unknown, who were drowned.

Deckhands A. Neilson and B. Frietas, all of San Francisco, drowned and not recovered.

Steward's department—W. Heineman, drowned, not recovered. M. Somers, H. Douglass, A. Donnelly and Mr. Raymond, burned to death, all four bodies recovered.

Firemen—Peter Nuhn and W. Flynn, both of San Francisco, drowned and not recovered.

Passengers and crew unite in testimonials to the bravery and cool headedness of Capt. Cousins, who upon the first alarm jumped from his bunk and without attire other than his pajamas remained on deck in the wind and rain and the spirit of self-denial and activity evidenced by the passengers, the death list would have been materially swelled. Even among the ladies and children a spirit of confidence was given by the coolness of Capt. Cousins, that there was nothing even approaching a panic in the entire thrilling occurrence. The damage to the Queen will amount high into the thousands, and it will be some weeks before she will be able to resume her run on the route between San Francisco and Puget Sound ports. The vessel carried a passenger list of over two hundred persons, and it seems phenomenal that the lost among them should number but three under such exciting and threatening circumstances.

Capt. Cousins first determined to reach Astoria with his disabled craft, but remembering the Columbia bar breaking heavily as usual turned the prow of the battered Queen to this port, arriving this morning.

At 10 o'clock last night while entering the Straits of Juan de Fuca, the vessel ran into a heavy gale accompanied by a tremendous sea, and to add to the discomforts of the already worn-out and disheartened people aboard an electrical storm accompanied by squalls and rain and sleet broke over the vessel. The electric display under other circumstances would have been beautiful, but on the face of lightning balls bounding into the water in close proximity to the bedraggled craft the feeling was one of anything but security. Later, however, the storm abated and the remainder of the voyage to this port was accomplished without further incident to mark the trip north.

A. H. Brown of Regina, Alberta, who was instateroom No. 46 with his wife and two children when the suffocating smoke awakened him. He jumped into the companionway, but could not see the source of the blaze, although the smoke seemed to be pouring from a stateroom two doors astern of No. 46. Brown lost no time in running to the main deck and there awakened the passengers and such officers as were not already on the scene. He broke the stateroom windows with his bare hand and was badly cut from the work.

Mr. Brown states that Capt. Cousins was rather short in answering him, but it is plain to see that the captain's rebuke and abruptness was simply to quiet the excited man and prevent a panic if possible.

Agent Tibbals of the company here today provided all the passengers with outfits who had lost the same, and the British Columbia passengers were taken this evening to Victoria on the steamer Umatilla.

The whole burden of the narratives of those who survived the terrible combination of threatened shipwreck and death by burning at sea is to the effect that instances of heroism were everywhere in evidence. The utmost composure was manifested by the passengers, and in a single instance occurred where there was any crowding and the women were put in the boats with as little excitement as though embarking on a pleasure voyage. While activity marked events on deck, the underdeck crews were likewise close to their posts, and with the flames eating above their heads the engineers remained at their posts, Chief McCreedy and First Assistant Engineer Anderson being conspicuous in the good work.

The credit for successfully handling the fire in a great measure due to Chief Officer Zeh, while able assistance was given Capt. Cousins in his work of directing on deck by Capt. Bruce McKay, who is the company's regular pilot aboard the Nome steamship Valencia, but who was aboard the Queen as a passenger.

THE QUEEN'S FOURTH ACCIDENT

Almost a Total Loss on Clatsop Spit Shortly After Arrival on the Coast.

The steamer Queen was built in Philadelphia by the Cramps in 1882, and reached Portland on her trip around the Horn on the 18th of September of that year in charge of Captain E. Alexander. She was 330 feet long, 38 feet 5 inches beam and 21 feet 2 inches depth of hold, 1697 tons register, with engines 45 and 90 by 48 inches. She continued on the run from San Francisco to Portland until December, 1883. In September, 1883, while en route to Portland with a large party of notables on their way north to witness the driving of the last spike on the Northern Pacific railroad, she stranded on Clatsop spit and came very near proving a total wreck. She was finally salved, the tugs which performed the service receiving $60.000 for the work. She had on board at the time of this disaster 232 passengers and a crew of 90 men. After leaving the northern run the Queen was put on the southern route of the company from San Francisco to San Diego.

Early in the nineties a second accident overtook the unlucky craft. On a voyage from San Francisco she went out with the sea cock open and when well down the California coast began to sink. The passengers were put into the lifeboats and towed astern and all speed was made towards Port Hartford on the Southern California coast. Shortly after she reached this anchorage she sank at her moorings, but was shortly afterwards pumped out and raised and resumed the service.

She was afterwards put on the Alaska run as an excursion boat in command of Capt. James Carrol and made quite a reputation for herself and commander in connection with running "dope" or opium into the United States. The practice was to have the drug put (in the usual hermetically sealed tins) into empty oil casks which were then shipped north to the oil fisheries and canneries of Alaska. Here the casks were filled with oil and the barrels oil and opium reshipped to the United States. This lucrative trade was continued for some time and grew to great proportions quite unknown to the commander of the ship. Owing, however, to a quarrel as to the division of the profits, one of the parties "squealed" and the resulting investigation revealed a gigantic ring which included customs inspectors, tide waiters and many others.

In 1890 the name of "Queen of the Pacific," which was given the vessel at her launching, was changed to "Queen," and she continued on the northern run. About eight years ago a social hall was erected above the deck cabins at the stern and other improvements were made. A few years afterwards the Queen met with her third serious accident in running aground on Cormorant island in the northern waters when on her way down from Alaska. The actual damages proved very slight.

From first to last the Queen is said to have cost her owners close on a million dollars.

About three years ago the Queen was replaced on the northern run by the steamer Spokane and since that time she has been on the San Francisco-Puget Sound route.

ATTEMPTED BLOCKING HAS PROVED FUTILE

Japanese Official Account of Result of Sinking Merchantmen at Port Arthur Shows a Failure.

SPECIAL CABLE TO THE LONDON TIMES AND VICTORIA COLONIST.

London, Feb. 29.—The Tokio correspondent of the Times cables that an official report has been received of the fighting off Port Arthur following the attempt of the Japanese to block the channel. The report states that the fleet returning to Port Arthur on the day following the sinking of the merchantment, observed three Russian cruisers outside of the entrance to the harbor.

The Japanese squadron approached and the Russians retreated into the inner harbor, thus indicating that the attempt to block the channel had proven futile.

The Japanese fleet then began a long range bombardment throwing shells into the inner harbor. In the midst of the bombarding smoke and flames were seen arising from the harbor, showing that the shelling had been effective. Subsequently a Russian destroyer was located and sunk by a shell fired from the Japanese fleet. The report closes with the statement that the Japanese squadron still retains its position in front of Port Arthur.

London, Feb. 29.—The Wei-Hai-Wei correspondent of the London Times cables a lengthly description of the progress of the Japanese operations in Korea received over the new wireless telegraph station between Seoul, Chemulpo and Wei-Hai-Wei. During the past few day but few troops have been landed from transports, the chief work having been the landing of supplies and 4,500 ponies. These latter will be used for the transport of artillery and by the corps commanders. It is estimated by the Times correspondent that there has been landed since the Japanese invasion began a total of 30,000 soldiers including the entire Twelfth division and a part of the Second division. The Imperial Guards, who are expected to constitute the advance, have not yet arrived. The artillery consists of six batteries attached to the Twlefth division. The guns are chiefly of the rapid-fire variety and designed especially for mountain use, been in shape for transportation five ponies are required to transport each gun and carriage and the members of the batteries are declared to be unusuasy expert in the use of the arms.

It is reported that troops are being landed in small bodies along the coast immediately south of Wiju. These can easily reach the Pekin road along which the Russians are reported to be encamped. The troops landed instead of Chemulpo the Japanese commander succeeds in placing them five days' march nearer the scene of the prospective hostilities.

Eight thousand Japanese regulars accompanied by a mountain battery are reported to be advancing beyond Seoul towards Ping Yang at which place three hundred and fifty Japanese scouts are encamped.

The advance of the Russian patrols south is marked by constant interruption of the main telegraph line. The line has been destroyed to a point south of Anju. Yesterday four Russian scouts were seen twenty miles north of Ping Yang. They retreated quickly when their presence was discovered. There is no trustworthy information regarding the movements of the Russian forces.

The Korean officials who have been working with the Japanese intelligence department estimated that up to a week ago not to exceed 3,000 Russians had crossed the Korean frontier. The main body of the Russian army still remained at that time north of the Yalu.

Of the three thousand Russians in Korea, 1,000 are at Wiju, 1,000 at Cha Sai, northeast of Ping Yang, while the remainder is made up of small scouting parties who are scattered all through the northern portion of the peninsula.

The approach of warmer weather is indicated by the gradual thawing out of the roads which are beginning to become muddy in the middle of the day.

This fact is making the marching of troops difficult. In fact reports from troops south of Seoul state that at times the roads become well nigh impassable, and short marches have to be ordered. this fact explains the delay in disembarking the troops at Chemulpo. Between Ping Yang and Sung Yan there is a tract of comparatively level country. North of the latter town the foothills begin and extend northward. As these constitute a strategical position of some importance they are occupied in part by small bodies of Japanese, who will be reinforced so soon as the troops are available.

Presumably the main body of the Japanese army will soon close up to these positions and strongly entrench them as a protection for the main base of supplies at Chemulpo. It is believed here that the main plans for a general advance will be held in abeyance pending the success of the operations against Port Arthur. An important success there would permit the Japanese to strike the Russian flank between Port Arthur and the Yalu.

The correspondent for the London Times at Chemulpo, Korea, employing the new wireless telegraph at Wei-Hai-Wei cables a substantiation of the account of the encounter between the Japanese outpost at Ping Yang and a Russian scouting party. The Russians were a small body of well mounted Cossacks, and while there was a lengthy exchange of rifle shots, so far as can be learned there were no casualties on either side.

The Tokio correspondent of the Times cables that 2,800 Japanese women have just arrived at Nagasaki from Port Arthur and Dalny. The report that during their detention at Port Arthur after the beginning of hostilities Russian soldiers stole their entire belongings. The women were mostly the wives and daughters of respectable Japanese.

HUNTER DROWNED IN BEAVER LAKE

Sad Termination of An Outing Party Yesterday In Which One Life Is Lost.

About half-past four yesterday afternoon Mr. Fugel, piano tuner in Fletcher Brothers informed the police that Mr. Jack White had been drowned in Beaver Lake. He reported having found White's boat full of water at the edge of the lake. As far as the police could learn they think Mr. Fugel was out shooting with White but had remained on shore. The Provincial Police are leaving this morning to try and recover the body. Mr. Fugel accompanying them. Mr. Jack Henley, a linotype operator, was also, it is understood, one of the party and saw the whole thing, being only about 200 feet away when poor White went down. Young White is a son of Mr. White, proprietor of King Head saloon, on Johnson street.

REPORTED STRANDING.

There was a rumor in circulation last night that one of the British warships now in the South had met with an accident. The story, which was reported at too late an hour to secure authoritative confirmation or denial, was that the vessel had run on a rock.