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THE REPORT OF MR. ADAMS.

The long-expected final report of Water Expert Adams has arrived, in part. All the material upon which his deductions are based is not yet available, but it is the conclusions and recommendations the public cares more particularly about and will study with the greatest amount of interest.

Mr. Adams sets forth the essential facts as gleaned by him from the data supplied by the officials of the corporation. They are brought out so clearly that the wayfaring man without expert knowledge may thoroughly comprehend them. He estimates that with an expenditure of approximately half a million dollars on improvements of various kinds sufficient water for the requirements of a population of fifty-eight thousand people may be drawn from Elk Lake. This estimate is contingent upon the metering of all services. It would provide for a draft of not quite three million gallons of water per day, an increase in capacity of less than one million gallons per day.

If we are not satisfied with Elk Lake, we are told we can tap the Highland District of five million gallons per day, the estimate of the storage capacity of the scheme in the year of minimum rainfall, at a cost of between nine hundred thousand and one million dollars.

There is Goldstream also as an alternative proposition. Five million gallons of water can be procured from there at a cost of less than half a million dollars and delivered into the present distribution system of the city. The courts have decided that we cannot touch the waters of Goldstream except under an arrangement with the Esquimalt Water Works Company, so that to this estimate must be added the price placed by that company upon its property, modified by the value of that property as a power proposition and also by the fact that as the city grows in population an additional eight million gallons of water can be procured as it is required.

The cost of tapping Sooke Lake is considerably less, under Mr. Adams's estimate, than was anticipated by the average man, expert or inexpert. Five million gallons per diem may be delivered to consumers from this great natural reservoir for about one million one hundred thousand dollars. The capacity of the lake is estimated at twenty-three million gallons, sufficient for the requirements of a city larger than Victoria is likely to be within the lifetime of the present generation.

The matter is now finally and definitely in the hands of the aldermen primarily and of the ratepayers ultimately. The choice is obviously between Elk Lake and Sooke Lake, unless the terms of the proprietors of the Goldstream works shall be considerably modified. But it is clear that if Elk Lake be adhered to, some provision ought to be made, as recommended by Mr. Adams, against the day when the present source of supply will be insufficient for requirements. Victoria is certainly going to grow in population. Inside of twenty years, even at the present rate of progress, she will have outgrown the capacity of Elk Lake, with all the undesirable restrictions that can be placed upon water consumption.

WORK FOR A TRUE IMPERIALIST.

English newspapers intimate that there is a prospect of Mr. Chamberlain, the militant apostle of the Empire, returning to the political fighting line. It is said the member for Birmingham has all but recovered his health and is disposed to again take his place in Parliament and stir the members out of their constitutional lethargy by delivering some of his fighting speeches. We fear there cannot be any very substantial foundation for this hope. Mr. Chamberlain is an old man even for a British statesman. He can hardly be expected to be restored to the vigor of body and of mind for which he was noted a few years ago. But he would be useful in the House of Commons at the present time. The Imperial government seems disposed to attempt to shelve the scheme for a line of steamships of the first class connecting Great Britain, Canada and Australia, although its representatives in the last Imperial conference signified their acquiescence in the resolution of Sir Wilfrid Laurier. What reasonable excuse there can be for such indifference in view of the enormous subsidy given the Cunard Line for the purpose of maintaining means of swift communication with the United States passes comprehension. Then Australia threatens that unless something is done to provide for the carriage of mails and passengers over an Imperial route she will subsidize a line giving the colony connection with San Francisco. That will mean the virtual establishment of an all-red line between Great Britain and Australia through the United States. How any government could justify such a thing to a sane Parliament must pass mere colonial comprehension. It certainly cannot be considered as a means towards the promotion of Imperial solidarity. The government is in dire need of an advocate endowed with both imagination and enthusiasm to stir it up and inspire it with the colonial feeling which it seems to regard with something closely approaching contempt.

Discussing the possibility of the reappearance of Mr. Chamberlain in Parliament an English newspaper says:

"Mr. Chamberlain's keenest politcal opponents will unite in hoping that the aged statesman may, indeed, find it possible to return to the fighting line next session; his is a figure greatly missed in the House of Commons. Yet we are not sure that the great career would be enhanced by an emergence which would impose an immense strain on health and strength, without perhaps altering the position of parties. If the prolonged rest has entirely restored the patient to his former vigor, then surely he will receive a welcome equally cordial from friend and foe. But the whirlpool of politics cannot wait upon the necessities of imperfect health, and it would be lamentable if a splendid reputation for alert dialectics and courageous debate—now undimmed—were to be risked by the desire to fan the flames of Tariff Reform for a few months longer. Than Mr. Chamberlain no man has better earned that affectionate regard which is invariably extended by all parties to statesmen who enjoy the leisure that comes from a great day's work—valiantly accomplished amidst the strife of tongues. That reward may be more precious than the fascination of another bout in the always dusty and disappointing arena."

EASTERN PROBLEMS.

Persia, like Russia, has been granted a constitution. The Persians, like the Russians, do not appear to know exactly what to do with such an unaccustomed luxury as a constitution now they have got it. They are threatening a revolution in order that the provisions of their constitution may be made effective. The Shah, like the Czar, appears to have repented of his decision to give his people a word or two to say about the government of their country. It must be explained for the benefit of his sublime majesty the present Shah, however, that he was not consulted about the extension of the constitutional principles of government to Persia. That decision was reached by his predecessor when in extremis. Probably the late Shah was not in a condition of mind to correctly estimate the outcome of his suddenly assumed generosity or liberality. The present ruler of the Persians evidently desires to go back to the old time-honored or dishonored customs of his royal forbears. Perhaps he thinks his people should not be entrusted with any of the responsibilities of government, that a depotism, benevolent or otherwise, is better for them under present circumstances and until, like the Russians, they can be educated up to their job. That is the excuse the Czar makes for his dissatisfaction with the various Doumas which have been summoned to assist him in the perplexing task of governing a people of very embarrassing ideas respecting their rights and their liberties. We notice that his Majesty of Russia has threatened his third Douma with dissolution unless it accepts his ideas with respect to expenditures on the navy. Sarcastic people may say that the old navy did not behave itself so valiantly that any just reason can be given for the imposition of special taxation for the creation of a new one. But the advocates of a progressive naval policy have plenty of answers to such an impertinent observation as that. The members of the third Douma ought to be mighty well pleased if nothing worse happens to them than dissolution. Fragments of former Doumas have been sentenced by an irresponsible judiciary to exile and hard labor in the mines of Siberia, where the climate is just a trifle harder than that of Vancouver Island. We fear these impossible people of the East are a stiff-necked generation. They have never accustomed themselves to constitutional liberties. As it was with them in the beginning, so it is to-day. The despots who have been ordained by Providence, or some other power, to rule over them, evidently believe they are temperamentally unfitted for self-government. Perhaps this condemnation might not be justified if they were given a fair chance. The time when they will be given such an opportunity seems to be very remote, judging by the disposition of the Shah and the Czar. What about India and Egypt? That is another story.

IN THE HANDS OF THE SPOILERS.

The McBride government has, at the eleventh hour, placed a reserve upon all the timber lands of the province which have not already passed into the hands of speculators. The opposition press has been urging for months that some action should be taken to protect the natural wealth of the public. But the administration turned a deaf ear, doubtless for reasons which will become evident in due time. In another column will be found a letter from "Watchman" which contains a fairly accurate estimate of the situation. Of course the decision of the government is hailed by its newspaper supporters as an evidence of the all but supreme wisdom and regard for the welfare of the people which has characterised its career from the beginning. Now that sufficient revenue is guaranteed from the timber of the province, the time is opportune to put a veto upon further speculation—at least until such time as the hangers-on of the administration have disposed of their holdings at enhanced prices. But, as everyone who has paid attention to the movements of the past couple of years knows, millions of dollars which under a wise direction of affairs ought to have passed into the treasury of the province have actually been diverted into the pockets of private individuals. That fact in itself—and it is a fact which there is no gainsaying—is a sufficient commentary on the policy of the government.

Neither the time nor the season is opportune for adequate comment upon the matter. Later on we hope to have the opportunity of making the facts clear, in order that the public may be awakened to a full understanding of what the power to bind and to loose means in the hands of such a band of ruthless exploiters.

SIGNIFICANCE OF BYE-ELECTIONS.

Let us consider—how long a time is it since we were told in all gravity that the course of the single straw of Colchester, N. S., was an infallible sign of the direction of the political winds? Of course the political unbeliever laughed at the deductions drawn from Colchester and pointed out that it had been since the consummatjon of the Canadian Confederation a Conservative seat, and had probably only been carried by a Liberal at the general election because the Conservative candidate, Mr. Gourlay, was a very weak man and his opponent an exceptionally strong one. There have been elections since Colchester. Shall we apply the same methods of deduction to them for the purpose of estimating the trend of political sentiment in the Dominion? If the system is fair in the one case, it cannot be anything but fair in the other. A few days ago a bye-election was held in Labelle, to fill the place left vacant by the retirement of Mr. Bourassa. The Conservative party looked upon Henri Bourassa as their strong ally, although he sometimes made very wry mouths in attempting to pronounce some of their economic "sibboleths." They did not attempt to contest Labelle, which they manifestly ought to have done if they were anxious to prove to the public that the political tide was running strongly with them. They permitted the Liberal candidate to be returned by acclamation. Was this a sign of increasing decrepitude or of waxing strength? A seat in Ottawa was also vacant, due to the translation of Mr. Belcourt to the Senate. Here was a chance to prove the growing strength of Conservative sentiment right in the heart of Canada. Mr. Caron, the Liberal candidate, was elected by between three and four thousand of a majority. Ottawa had not hitherto been considered a Liberal stronghold. Does the case of Ottawa also indicate the trend of the political breeze? Centre York became vacant, also because of the removal of its late member to the upper chamber. Centre York is a part of the Tory stronghold of Toronto, although there is a sufficient leaven of agricultural sentiment there to make it an intelligent and reasonable constituency. Hon. Archie Campbell was acknowledged to have carried the seat because of his great personal popularity and somewhat exceptional ability. Centre York remains Liberal, although all the forces of the opposition were brought to bear in the hope of capturing it and holding it up as a great moral lesson to the rest of the Dominion. What deduction can the intelligent observer of current political events draw from the result in these three constituencies but the obvious one that in the portions of the country where the Laurier government is strong it is increasing in strength, while in the sections where Conservative influence is supposed to be strongest its hold upon the public has not weakened in the slightest degree?

FEATHERED CHORISTERS.

In all candor it must be confessed that yesterday was not a day to inspire enthusiasm for outdoor exercises. At times the wind blew fiercely, driving flurries of rain which was by no means gentle into the face of the pedestrian bent upon working up an appetite for his Christmas dinner. Yet, although the weather bore no resemblance to that experienced in Victoria on a day in June, the spirits of the choir which has made itself quite at home, apparently, in the fields at the rear of the Jubilee Hospital were not daunted one whit. Whether it was the spirit of Christmas that was upon them, or whether they realized by some mysterious promptings, as wild creatures which have no scientific apparatus for measuring the courses of the planets sometimes apparently do, that the sun had turned the corner and was coming back, bringing with him the season of song and of love and of housekeeping duties, the skylarks were circling beneath the lowering, black clouds in an alien sky, singing their carols with a heartiness of voice and a fullness of tone which portend sweet music for all who care to listen when spring comes in due season. Now when these outwardly unattractive strangers just outside of our city gates are heard tuning up in the very depth of a Vancouver Island winter's day, it may safely be assumed that they are in a fairly healthy condition mentally and physically. They are not as the swan, which is popularly and therefore erroneously, reputed to sing its sweetest song at the very moment of dissolution, or as the human poet, whose "best things" are inspired by soul tribulation. No; the skylarks are evidently of the opinion of every other sentient being who has had the fortune to visit these shores—that their lot has been cast, albeit possibly against their will, in a very desirable place indeed. They are doing well, and unless they spread themselves abroad over the land more than they appear to be inclined at present to do, there will soon be a sharp demand for residential sites around the spot they have made their abiding-place.

TROUBLES OF DESPOTISMS.

The Empress of China has told her hundreds of millions of subjects that if they but have patience they will be granted a constitution. The business of bestowing constitutions is becoming quite popular with despotic sovereigns. First the Czar said he would and did grant his people the right to govern themselves. In practice the scheme of his Majesty has not worked out quite satisfactorily, principally because the throne reserves the right to do certain things and more also to the Russians in case they refuse to govern themselves as he and his advisers think they ought to be governed. The bestowal of a constitution has cost many of the Moujiks and the superiors of the Moujiks who sympathise with popular aspirations their lives and their liberties. Consequently the price of liberty in Russia is going to be great tribulation, suffering and death. Liberty in countries where tyranny and oppression and spoliation have been the rule for centuries cannot be bought with a mere paper constitution. What is true of Russia applies to Persia also, whose people have lately been endowed with a paper constitution by the royal Shah. His Persian Majesty evidently thought his people were going to take his constitution and parliament too seriously—as something implying a political revolution—so the hereditary ruler has taken steps to set their minds right upon the subject. He has put bounds to his constitution and purposes proving that he is not bound by it to any greater extent than his arbitrary will dictates. But his predecessor in the very act of granting a constitution released forces which will continue to work until something of consequence happens in Persia, and that something the throne will not regard as precisely in harmony with the idea of the royal prerogative. The Chinese, who have been promised a constitution, are in many respects a slow moving people, as they are an eminently patient people. By and bye, to use an expression exceedingly popular with them, they will want to know how their constitution is getting along and how soon it may be expected to come forth ready for active business. Although they do not appear to be greatly affected by political movements which affect them only extraneously, we who know them realise that they are subject, like the rest of mankind, to the influences of environment. They will soon demand a voice in the management of their vast empire, and when hundreds of millions of people demand reforms as with one voice more or less united, how long will the comparatively few of the ruling classes be in a position to effectively resist the thunder of such a grand chorus? A political earthquake appears to be pending in Asia, of which Russia is of course one of the principal powers.

The report presented at the annual meeting of the Merchants' Bank of Canada, published in another column of to-day's issue of the Times, ought to prove of great interest to all who have lately been, possibly, unduly impressed by reports of the financial depression throughout the United States and by the reflex action of such a depression upon business in Canada. The report of the directors of the bank proves that the past year has been a very profitable one. The total of the net earnings, including the balance brought forward from last year ($34,256.25), was $507,400.75, enabling the directors to declare a dividend to shareholders for the year of 8 per cent., which absorbed $240,000 and left a balance to be carried forward of over $267,000. The management of the Merchants' Bank mingles prudence with enterprise. It frankly confesses that the prospects for the coming year are not so expansive as had been the case in the past. The business of the country has geen growing at a very rapid rate, and it may be that a period of retrenchment, due to the flurry in the United States chiefly, will be experienced. Whatever happens, the bank will be prepared. And our readers will agree with the statement that the first consideration for all institutions in which the trust of the people must be reposed is safety.

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There are Conservatives to-day, like Senator Parley, who talk about reforming the Senate. But they do not want the reformation so badly that they are willing to resign from it. And although the Senator has been in the Senate for a generation, the reforming idea never struck him while the Conservative party had a majority in that chamber.

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It is asserted that not a square mile of get-at-able timber may be staked on government land on Vancouver Island to-day, so that the new reservation of the provincial government may be classed with the ostentatious, hot air, varieties of advertising.

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Is there another part of the British Empire in which skylarks can be heard singing carols on Christmas Day?

Marine and Shipping

TANGO MARU IN PORT.

The Nippon Yusen Kaisha liner Tango Maru reached quarantine last night after a pleasant trip from Yokohama and docked this morning at the outer wharf. For this port she had 96 Japanese, 1 Hindu, 9 Russians and 2 Chinese. The Russians decided to continue their journey to Seattle on the steamship, and did not land. For Seattle there were 154 Japanese and 6 Chinese.

The new immigration rule which provides that all immigrants landing in Canada up to the end of February must have $50 does not go into effect until the 28th of this month. The Tango's steerage passengers required only $25 to admit them, but there will probably be a large number of Japanese on the Aki Maru, which is due on January 10th, who will be rejected through lack of funds.

The Tango had 22 saloon passengers, four of them landing here. They were Mr. Sherwood, a Californian mining expert, who has been looking over some property in China for an American company; S. Prins, well known in this city, who has returned to Victoria from Holland, bringing his sister, Miss E. F. Prins, and T. J. Thorpe, an Englishman who has resided for several years in northern China, and is about to join his brother in Vancouver.

Among the other saloon passengers was A. S. Mihara, who has, for a number of years, been head agent for the Nippon Yusen Kaisha line in Hongkong. Mr. Mihara has been sent to this continent to look into the railway connections afforded by the Great Northern and Northern Pacific railway, the American agents for the N. Y. K. After studying the situation Mr. Mihara will either report in person or by mail to the headquarters of the steamship line at Kobe. He will then take up the post of general agent for the company at New York or Chicago.

R. Newhouse, an expert buyer of Oriental goods and agent for a Seattle firm, was also a messenger. He brought with him several hundred tons of merchandise.

After unloading nearly two hundred tons of freight at the outer wharf the Tango will leave this evening for Seattle.

GREETINGS BY WIRELESS.

Constrained by duty to be absent from the festive boards of their homes and to spend Christmas day in wintry loniliness off the West Coast, Capt. Hackett and the officers of the D. G. S. Quadra yet found a way to convey expressions of felicity to their relatievs and friends in Victoria yesterday.

The Dominion government wireless stations at Pachena Point, at which place the Quadra touched, and at Gonzales Hill, Victoria, together with the Pacific Coast steamship Governor, north bound from 'Frisco, made possible the transmission of the following message:

"Pachena, B. C., via S. S. Governor, to wireless station Victoria. Capt. Hackett and the officers of the Dominion government steamship Quadra wish their families and friends in Victoria a Merry Christmas, by wireless."

This message was received from Pachena by the Governor while the vessel was off the Oregon coast and was transmitted to Victoria. The recent storm having disorganized the telegraph service it was only possible to reach this city by means of the wireless service.

The Governor also acted as intermediary station for the following exchange of greetings between the Pachena and Gonzales Hill wireless operators:

"Messrs. Haughton and Hughes, Dominion government wireless station, Gonzales Hill, Victoria. Messrs. Maddam and Thompson, Pachena wireless station, wish you both a very merry Christmas and, calling something stronger, drink your health in rainwater."

BARQUE'S LENGTHY VOYAGE.

The American four-mast barque Kenilworth, once on the overdue list, has had a very protracted voyage to this port from Philadelphia and, if her present rate of progress is maintained, should arrive here September 15, 1910, says a San Francisco dispatch. She left Philadelphia August 11, 1906, and has been 495 days in getting over one-third of her voyage. Last Tuesday she started out to tackle the remaining two-thirds. On February 11th she put into Montevidio in a damaged condition, having met with several hurricanes, during which her sails were lost and her deck damaged. She left Montevidio on April 4th after undergoing repairs, but again encountered heavy weather which drove her back to Rio de Janeiro on September 4th in a badly battered condition. Since that date the Kenilworth has been repaired, and on Tuesday last she started in another attempt to reach this port.

FEW AMERICAN SHIPS.

In a report on the shipping of Hull, England, United States Consul Walter C. Hamm directs attention to the disappearance of American shipping at that port as follows:

Among the 25,000 or more ships that have entered the Humber river ports during the past seven years, there has been only one ship of American register. This was the barque Homeward Bound, from San Francisco, loaded with barley, which reached Hull in March, 1906.

In the years from 1895 to 1900, both inclusive, at least one American ship a year arrived at the port of Hull, but in the seven and a half years from April 1900, to October, 1907, only the one ship of American register has entered the Humber river. No more striking evidence than this probably can be given of the decadence of the American merchant marine. Regular lines of steamship run from Hull to New York and Boston. Another line to Galveston touches at Grimsby, the second port on the Humber river. Chance steamships also run frequently to Philadelphia, Norfolk, Savannah, New Orleans and Galveston. Not one of them, however, flies the American flag. The trade must be profitable or it would not be kept up. It is to be regretted that Americans have no share in it.

COAST CHARTER MARKET.

Another reduction has taken place during the week in the grain freight market. One spot steamer at San Francisco has been taken at a reported figure of 20s, but an additional one was taken at the same time at 28s 9d, together with a sailer (to arrive) at the same figure, says the San Francisco Daily Commercial News in its weekly review of the coast charter market.

The disengaged tonnage on the coast, not heavy a week ago, has dwindled to very small proportions now, but despite this fact the tendency of rates is toward further weakness.

The feeling in the lumber freight market is distinctly easier. One steamer was fixed in Australia during the week for Sound loading to Sydney at 27s 6d, or 2s 6d below the last previous fixture made several weeks ago. There has been considerable activity on West Coast account during the last few days; 47s 6d has been repaid to Callao, and 50s has been done to Antofagasta. To China 36s 3d, steam, and 37s 6d, sail, has been done. The rate from Portland to Panama is quoted at about $1, and to Manila at about 35s. Puget Sound to Junk Bay, general, has been done at $3.50 a reduction of 25c.

The U. S. government has awarded to Olson & Mahoney a contract for 4,925,822 feet of lumber at $101,137, delivered at La Boca.

Offshore rates are quoted approximately as follows: Lumber from Puget Sound or British Columbia to Sydney, 27s 6d; to Melbourne or Adelaide, 35s@37s 6d; to Port Pirie, 36s 3d@37s 6d; to Fremantle, 38s@40s; to Japan ports (steamers), 36s 3d, (sail), 37s 6d; to direct nitrate port, 46s 3d@50s, Valparaso for orders 47s 6d@50s 2s 6d less to a direct port, to South African port, 53s 6d; to United Kingdom or continent, 56s 3d@57s 6d; Guaymas, $6.25.

Coastwise lumber freights are nominally $4.25 to this port and $5@5.25 South.

The government is still taking steamers for coal from the Atlantic range to the Pacific, the latest fixtures being on the basis of $5 50, San Francisco discharge.

Liverpool mail advices report nitrate rates firm, up to 20s 7½d having been paid for December loading. Tyne to San Francisco has been done at 18s, 1,000 tons deadweight general, balance coke, at 22s.

Weddell, Turner & Co.'s Australian freight report under date of London, December 3rd, says:

South Australia and Victoria—There is an inquiry for a steamer for wheat to United Kingdom continent at 25s.

New South Wales — Sydney—Steamer fixed for coals to San Francisco at 20s; also one to Colombo or Bombay at 13s. January steamer wanted for the homeward voyage on time basis.

Newcastle—Steamer fixed for one voyage, redelivery, Africa, at 3s 7d, with 20 days' coal and hire. Coal chartering is at present at a standstill owing to the difficulty in arranging stems.

FISHERMEN IN TERRIBLE PLIGHT

A story of terrible suffering was told at Grimsby recently, when the steamer Pointer brought from Iceland the skipper and five fishermen, part of the crew of the Grimsby trawler Premier, which stranded amidst fog and snow on the south coast of Iceland on November 9th.

Skipper Dixon stated that after the crew had reached the shore they made an attempt to find their way through the labyrinth of swamps and mud which lay before them, repeatedly escaping miraculously from being engulfed in the mud. The small party plunged on until at length they sank exhausted on a small hillock.

Meantime from neighboring mountains peasants had descried the stranded vessel, and saddling ponies, were hurrying through rivers and swampy deserts to the shore. They arrived before the height of tide, and found the hillock on which the fishermen were huddled together for warmth, entirely surrounded by incoming seas.

So exhausted and frostbitten were the men that it was with difficulty they were mounted on the ponies and conducted by their rescuers to a farm several miles away at Brunasandi, where every kindness was shown them.

JAPS FROM HONOLULU.

"Another effort is to be made to divert Japanese labor from here to Canada," says the Hawaiian Gazette, Honolulu. "A new scheme is being formulated to this end, and a steamer, it is stated on the best of authority, has been chartered to leave here in January.

"The same people are engineering this scheme who chartered the Kumeric after her arrival here with Spaniards, and took the several hundred Japanese to Vancouver, whose experiences with show money and in landing were published all over the world. The plans for this new exodus are being exploited more or less carefully and quietly among the Japanese.

"The name of one Horicuchi appears at the head of the enterprise, although among the Japanese it is conjectured that Maruyama, Charles F. Chillingworth's Japanese factotum, is at the bottom of the management and arrangement for the scheme. The same hotels and hotelkeepers who were in the Kumeric scheme are in this. The names are as follows: Higoya, Saikalya, Shinshuya, Kimmamoto, Onomiya, Chikushikau, Kyushuya, Onomichiya, Komatsuya, Asahikau, Fukuokaya.

"All the reports from British Columbia show that conditions so far as the Japanese are concerned are bad. It is winter there, and many industries are stopped. So well known are these facts that undoubtedly the Japanese consul general here and all the Japanese papers will oppose the scheme to the extent of their ability."

AMERICA'S FINEST YACHT.

According to a dispatch from New York C. K. G. Billing's new turbine yacht Vanadis, which is being built at Ramage & Ferguson's yard at Leith, Scotland, will be completed and ready for delivery in the middle of February. She will be the largest steam yacht ever built to American order abroad, and is expected to be one of the most luxuriously furnished craft afloat. She will be brought to America for Mr. Billings early in April, and will be ready for his use in American waters in the early part of May, with the opening of the next yachting season.

The over-all length of the Vanadis is 277 feet, while on the water line she measures 232 feet 7 inches, has a beam of 32 feet 7 inches and draws 15 feet. She will be equipped with three turbine engines, each of which is expected to develop 3,000 horsepower, while her boilers will be of Scotch manufacture. She is expected to have a higher speed capacity than either H. H. Rogers's Kanawha or Frank M. Smith's Hauant.

She has a high freeboard, with ample cabin accommodations and a large promenade deck forward. She will carry six boats, with a high-speed motor craft and a touring car aboard.

SEAMEN LIVED ON LIZARDS.

With a tale of hardship and privation that adds another chapter to the romance of the seas, Mate Donald Morrison, of the long-lost barque Alexander Quebec, arrived at his home in Southampton, L. I., in time for Christmas, says a New York message. The barque was wrecked in the Pacific near the equator and the crew put off in two boats.

One of the boats, in which was Mate Morrison, reached an uninhabited island, where he and four others remained for five months until they were rescued by a sloop manned by the sailors who had put off from the barque in the other boat, and who finally reached the mainland. During this time they lived on turtles and lizards, and all the water they had was from a small brackish spring.

WHALE CATCHES FALL OFF.

The steamship Otter arrived in port on Tuesday night from Ladysmith, bringing coal for the C. P. R. wharf. The Otter brought down from Page's lagoon whaling station to Vancouver a shipment of 430 barrels of oil, to be taken to Glasgow on the Holt liner Cyclops when she sails in January.

The Otter reported that the whale catch in the Gulf of Georgia has fallen off to an average of one mammal a day, and the St. Lawrence is now hunting alone. Between Friday and Monday night four whales were brought into the station. The company expects to make its best catches in February, when more whales are generally to be seen in the inside waters.

Last week the steamship Selkirk brought the first consignment of fertilizer from the new station, landing 1,000 sacks at the outer wharf for transhipment to San Francisco.

TOOK REJECTED JAPS BACK.

The Nippon Yusen Kaisha liner Shinano Maru sailed for the Orient on Tuesday evening, carrying a full cargo of general freight and machinery. Three Japanese were deported on the vessel by Dr. G. L. Milne, immigration agent, one of them being a stowaway who came over on the Shinano and the other two being sent back on account of being medically unfit.

Six Japanese were ordered deported by the United States officials at Seattle, but one of them escaped while being taken on board the steamship and was not located by the police up to the time that the Shinano sailed. The steamship had a large number of passengers

EMPRESS OF JAPAN SAILS.

R. M. S. Empress of Japan sailed on Tuesday night for Hongkong via way ports, carrying 157 Chinese who are returning to China to celebrate the new year. Of the latter 56 embarked at the outer wharf here. The liner carried a cargo of general freight, in all about 1,850 tons.

LIGHT PASSENGER LIST.

After a voyage during which she passed through fair weather, the steamship Governor, of the Pacific Coast Steamship Company, arrived in port yesterday shortly after 3 p. m. She had a very light passenger list, the total number booked to British Columbia and Puget Sound points being 64. The following landed at the outer wharf, destined for this port and for Vancouver: F. S. Simmonds, O. Wirtle, S. W. Slagg, J. LeRoy, S. Gowan, Chas. Zeno, Geo. McSweeney and seven second-class passengers.

NEW AIDS TO NAVIGATION.

The steamship Cascade will leave at the end of the week to build the foundation for the new explosive bell beacon on Helen Point, Active Pass, utilizing the material which was intended for the Lewis reef beacon.

Two of these beacons are to be established, one at the point above named and one at Beaver Rock, Chatham Point, in Discovery Passage. The foundation for the latter has already been built and the beacon will be installed as early as possible.

The beacon has a new attachment known as the explosive bell signal. By a timing arrangement a shot is discharged at intervals, striking the bell and sounding periodic signals.

RESTORER DUE SHORTLY.

As stated in the Times some time ago, the cableship Restorer, Capt. Coombes, will dock at Esquimalt in January to refit. A cablegram from Honolulu, which was received in the city yesterday, states that the Commercial Cable Company's vessel will leave the Hawaiian port at the end of this week for this port.

The many friends of the Restorer's officers and crew in this city will hear with pleasure the news that the Restorer will pay an early visit. During her previous sojourns in this port Capt. Coombes and his men made a large number of friends and acquaintances, who have been eagerly awaiting confirmation of the news that the vessel would come here in the new year.

ALASKAN SALVED.

The steamship Alaskan, which was aground for several weeks on Cape Mudge, Vancouver Island, was towed to Seattle on Monday by the Canadian tug Escort No. 2. The Alaskan's hull has been seriously damaged by pounding on the rocky beach, and it is estimated that to repair the vessel will cost quite a sum.

LOCAL NEW

—The office of the post m tor at Seattle is sending that United States postal forms have been stolen that have been stolen are to 35,200. Seattle (Univers Wash., Nos. 20, 100 to 20,2 who is suspected is about age, 165 to 170 pounds in we shaven, full, ruddy face, and acts as a store clerk.

—The funeral took place the late Mrs. Amy Ford fr ily residence, North Park 2:30 o'clock, the service ducted by Rev. Christoph There was a large att friends and sympathizers, t acting as pallbearers: A. A. J. Clyde, J. L. Beckw Plaxton, J. O. Turnbull a Hunter.

—A. J. Brace, secretary C. A., acknowledges the fo scriptions for the Ragged Dinner Fund at London: lespie, $1.00; Mrs. Gillespi Paul's Presbyterian S. S. Kirk, 50c.; Mrs. James, Dunn, 25c.; Elsie Richard Saviour's church, and Su $9.00; Centennial Methodist tional, $20.20; Burnside Su 50c.; St. John's Sunday s Reformed Episcopal Sunday Metropolitan Methodist S Harmony Hall S. S., $ Church Cathedral S. S., $20 lands, $1.00; Calvary Baptis Spring Ridge S. S., addi making a total of $344.20. day last $331.50 was cabled Kirk. The cost of envelop ling was $6.57, leaving $6. which will be duly forward

—G. D. Kumar wishes to a receipt of the following c the destitute Hindus in ti stove and a sack of flour son & McGregor; three c pair of pants from a well tin pot for boiling water Powell; Mr. Beaumont, 50c $1.00; children, 50c.; pre knowledged, $5.00, total, money will be expended for of the local Hindu colony.

—A summons has been is the Dominion Express C show reason why they le top on Broughton street, t ing an obstruction to traffic will come up in the polic Thursday.

—The secretary of the Pr phans' Home is pleased to a the receipt of $41.85, being t of a concert given in aid of tion by the young people which was handed to him erts, Jr.

—F. J. Bittancourt has that he will be a candida aldermanic board to repres Mr. Bittancourt says he wa to come out last year, but engagements prevented hi This will make four candid ward, unless Ald. Ross sh to withdraw.

—On or about May 1st t malt & Nanaimo railway w pected, begin running reg passenger trains each day in the week, and considered most probable before that time another f will also be running regul

—The Congregational Chu School annual Christmas t held on Friday evening in Pandora street. There will per from 6 o'clock and the musical programme will p unloading of the Christmas Christmas Cantata which is pared will be given a wee

—The many friends of formerly of this city, will hear that information ha ceived in the city from Ari effect that he is in a very Dr. Davey went to the sou some time ago in the hope of his health, but the letter information that he is daily

—H. D. Helmcken, K. C., ance with his usual custom ing his friends with season of his regard. The Times day redolent with the flavor Havanas.

—Dr. G. L. Milne, Domin inspector and immigration day deported three Japane outward bound N. Y. K. Shinano Maru. One came o Shinano as a stowaway an two were considered medica land by the agent.

—Owing to the fact that t are already engaged for oth the "Misfits" will be unab their game against Victo team at Oak Bay. They w ingly play the match at B on Saturday, commencing sh

(From Thursday's Da

—W. E. Sosee, superintend Vancouver-Portland Cement

FINCH & FI

JUST RECEIVE

A Fresh Ship

OF

Men's

Overcoat

IN MANY

DIFFERENT STYL