The Battleship Is Supreme

Admiral Dewey Points out Some Lessons of War in the Far East.

All Encounters Shows Torpedoes to Have Been Remarkably Inefficient.

Washington, Jan. 3.—How absolute is the supremacy of the battleship in naval warfare and how completely its superiority over all other ships of war vessels has been demonstrated in the war in the Far East, is told in an official statement issued by the United States navy department today which is likely to arouse international interest because it was prepared by a member of the general board of the navy, of which Admiral Dewey is president, and represents the views of the board as well as of the secretary of the navy. "Although the Russian destroyers in Port Arthur numbered 24," the statement says, "not one has scored a hit thus far in the war, and that of the many torpedo boat attacks delivered by the Japanese, nearly all met with complete lack of success, although made, as usual, under the cover of darkness and against an enemy at anchor and whose position was known."

The report says "a great surprise has been caused by the superb condition and efficiency of the Japanese fleet, ascendency upon the high seas being supposedly a less natural development of their old war-time spirit than a fighting supremacy on shore. Every type of war vessel has its place in the navy of that country, and it is not too much to say that each has been used in a manner and for the purpose to which it is best advised and for which it was intended and important and more useful book is opened to the modern tactician than a thorough and logical study of the employment of the different weapons."

The development of the torpedo boat is discussed and the fact commented on that a hundred years have passed since that craft was first designed "and the battleship still stands supreme."

"In the brisk inauguration of hostilities by the Japanese torpedo boat flotilla," the statement continues, "during the night of February 9, they did undoubtedly deliver a telling blow by disabling three Russian battleships. The temporary crippling of that force affected the conduct of operations not only during the beginning but throughout the entire first phase of the war; the Japanese, having by that stroke won the mastery of the sea, were able to land troops at the Yalu, and later at New Chwang, instead of at the far south end of the Korean peninsula. This mastery was due to their having the preponderating force of battleships which alone enabled them to blockade the Russian fleet. No more eloquent tribute to the pre-eminent value of the battleships is to be found than this one circumstance that the small margin of superiority thus obtained saved the army hundreds of miles of precarious and weary transit of men and supplies, and enabled them to strike swiftly, hard and continuously upon a weaker enemy before he could be reinforced.

"On the other hand, if, under normal conditions, battleships can be destroyed or seriously damaged by unsupported torpedo boats, their value is seriously compromised. This, however, does not appear to be the case. The action of Feb. 9 was a surprise, far exceeding the usual outcome of a surprise attack. The Russian vessels were all anchored together in the outer roadstead, without suspicion of impending hostilities, not a patrol boat being out and the crews peacefully sleeping in their usual berths; three Japanese destroyer flotillas (12 vessels) approached with lights burning, and, being mistaken (as intended) for Russian boats returning, were allowed to approach close to the huddled fleet, then, with a smooth sea at close range, hardly disturbed by a single shot in return or flash of searchlight, with all the conditions of easy target practice, not less than 24 torpedoes (and probably more) were discharged, of which three took effect. The Russian losses were undoubtedly momentous, but it would be a hardy logician who could deduce from that incident the comforting thought that the little torpedo craft has displaced the battleship, or even materially diminished its prestige. Although the Russian destroyers in Port Arthur numbered 24, or eight more than all in the United States navy, not one scored a hit so far during the war.

"Scores of torpedo attacks have been delivered by the Japanese, but nearly all met with complete lack of success, although made, as usual, under the cover of darkness and against an enemy at anchor and whose position was known. On one occasion, after a soul-stirring night, that of June 23, the Russian ships being in the outer roadstead, 12 torpedoes were picked up in the morning, having missed their marks and having their mechanism apparently set to float at the end of the run (instead of to sink, as is customary), in the evident hope that they might find a target while drifting about. How many others were sped during that strenuous night and sank or drifted away in the tide, will probably never be known. In a few other cases successes were scored which disabled victims for a few days, after which they returned to service. But the fact remains that not a Russian has been sunk by a torpedo until just recently, when the Sevastopol succumbed to the incessant attacks, she being compelled to lies helplessly anchored outside of the harbor entirely exposed and with many of her guns landed to aid in the shore defences. She was a stationary target, day and night, for two weeks, and a probably low estimate of the number of torpedoes fired against her will be 150. The Japanese suffered severely and lost two destroyers and some of the smaller torpedo boats. The weather, while severe upon the boats' crews, was evidently favorable for torpedo work, with, as the reports refer to, snow, rain, sleet and the elements generally being bad.

"Day attacks by torpedo boats have never been considered worth attempting. Several incidents of this war have been illustrative of their impotence in daylight. The first was when the Variag came out of Chemulpo to face the Japanese squadron, not a single torpedo boat was permitted to enter the field of action, and during and following the action of August 10, although there were present eight Russian destroyers and at least 15 Japanese destroyers and many torpedo boats, not a torpedo reached its mark, if indeed, any were discharged; none dared to approach within torpedo range during light. The same is true of the action of August 14 between the Vladivostock armored cruisers and Admiral Kamimura's fleet; the ill-fated Rurik was crushed by gun fire alone, and the torpedo boats effected nothing against the Rossia and Gromoboio, which escaped to Vladivostock although badly damaged by gun fire. So as far as actions on the open sea are concerned, it may be said that in none have the results been influenced in any way by the presence of the torpedo boats or the torpedo boat destroyers.

"Somewhat to the chagrin of students of the game of naval warfare, this war has afforded no field for the discussion of cruisers. Vessels of all types were present in both fleet actions, but the attention of both sides seems to have been devoted to crippling each others battleships. The importance of the battleship is nowhere more appreciated than in Japan. Had they had at the outset 12, or even 10, battleships instead of six, the Russian fleet would have been destroyed on August 10. The supreme incentive to holding out at Port Arthur being thus resolved, that fortress would probably have fallen, the war correspondingly advanced and thousands of lives and millions of treasure saved. Threatened now by the Russian second Pacific squadron, it is safe to say that they would gladly recover at several times their cost the Hatsuse and the Yashima, for well do they know that the loss of command of the sea would mean the end of the campaign in Manchuria. Likewise gladly would the Russians buy back the Petropaylovsk, sunk in the same manner as the two Japanese—by mines skilfully planted by the enemy.

"In summing up the lessons of this war, one cannot do so more accurately or felicitously than was done by Lord Selborne, first lord of the British admiralty, in the following words: 'The lessons from the war in the Far East are the importance of the personnel, the necessity for having a margin of strength and the fact that without battleships no power can hold or win command of the sea.'"

GOLD FOR JAPAN.

New York, Jan. 3.—The Times says a shipment of $7,000,000 in gold was recently made from this city to Japan but the transaction was so secretly made that news of it did not get out until the gold had reached Japan. It was not made in the usual manner.

TERMS OF SURRENDER.

Washington, Jan. 3.—Late this afternoon the state department received a despatch from U. S. Minister Griscom at Tokio, stating the terms of surrender of Port Arthur. The despatch is as follows: "The terms of surrender permit Russian officers to retain side arms and permit them to retain private property and to return to Russia on parole. Noncommissioned officers and privates will remain prisoners of war."

Awful Spectacle Of Final Assault

Through Solid Rock Japs Drove Sap That Blew Fort to Pieces.

Terrific Explosion Lifted top of Hill and Levelled the Parapet.

Headquarters of the Japanese third army in front of Port Arthur, Dec. 29, via Yinkow and Tientsin, Jan. 3.—After many weeks of patient toil by a regiment of the centre division, the making of mine cunnels under the north wall of Rinung mountain fort through solid rock was completed and the mines laid on Dec. 28th. Without warning seven mines containing two tons of dynamite were exploded at 10 o'clock on the morning of the 28th. The spectacle was magnificent. The entire front walls of the fort seemed to be lifted into the air in a tremendous opaque curtain of earth and debris of all kinds.

There was no preliminary bombardment to give the Russians a hint of what was in store for them. Half the garrison perished as the result of the explosions and the subsequent charge of the Japanese.

The force of the explosions was tremendous. The entire hillside was covered with the earth and debris, and the moat was filled to a level with the broken walls of the fort. In anticipation of a stubborn resistance by a large garrison, the Japanese before daylight pushed a large force into the trenches, where they remained concealed until the explosions took place. The moment the mines were fired, a whole park of siege guns opened a concentrated fire upon the fort, which was obscured from view by the bursting shells.

Under cover of this wonderful practice a large force in the nearest saps charged over the filled-in moat and attacked the first line of Russian trenches behind which were machine guns.

The Russians were thrown into the greatest confusion and many of them were killed by the explosions. Nevertheless they fought desperately, but were not able to withstand the number and determination of the Japanese, who passed over the broken walls like rats, in the face of a fire from the machine guns, and the first line of trenches was captured after twenty minutes of awful fighting.

The fort was arranged in two levels. In the lower levels there were in the trenches and upon the walls infantry, and in the rear were machine guns. In the centre of the highest level there was quick-firing guns and heavier guns in the emplacements. In the rear of the higher level masonry were the concreted barracks, the magazines and the kitchens of the garrison. When the Japanese captured the lower level in the first spirited charge they were not able to advance further. With splendid courage, however, the troops maintained their position, notwithstanding the awful concentrated fire from the fortress and from artillery in the forts of Antse and Itse mountains, crossed the gorge, and climbed up the broken walls to capture the machine gun trenches and the lower sections of the fort.

Then they charged the higher level in splendid form, going up in twos and threes, until a large body gained the crest of the northeast corner. Before dark the walls of the higher level were black with the men who had gained the interior in small parties. In the meantime, more Japanese gained the higher level of the fort from the gorge at the west side. The Japanese attacked in overwhelming numbers from all sides, but the remnant of the garrison continued to fight with splendid spirit, contesting every inch under cover of the darkness. The Japanese captured the last sections and the barracks at 3 a. m.

One hundred and fifty of the garrison escaped through connecting trenches in the rear of the fort, which they destroyed by mines to prevent pursuit. Three prisoners were taken and the others of the garrison were killed.

The Japanese losses during a day and a night were about 1,000 killed or wounded.

With the fort the Japanese captured four guns of large calibre, 7 quick-firing guns and 2 machine guns, besides others. At the rear of the fort they captured thirty quick-firing guns which had been ready to repel any attack from the rear.

The Russians set fire to the barracks and kitchens, which are still burning.

THE CHADWICKS.

Cleveland, O., Dec. 1.—Sheriff Barry and Dr. Leroy Chadwick arrived here today from New York over the Pennsylvania road. They were driven to the county jail, where a bail bond for $10,000 was furnished for Dr. Chadwick's appearance in the criminal court next Tuesday, when he will be given a preliminary hearing. The bail bond was signed by Virgil H. Kline, counsel for Dr. Chadwick, and also by J. P. Davy, counsel for Mrs. Chadwick. As soon as the formalities in connection with the bond were completed, Dr. Chadwick held a long conference in the jail with his wife.

OLD REFINER DEAD.

New York, Jan. 1.—John Mullenhauer, founder of the Mullenhauer refineries, one of the largest plants of the kind in the world, died last night of cerebral hemorrhage at the Merchants Club in Brooklyn.

Japanese Line To Resume Service

Government Will Release Steamers Which Have Been Transporting Troops.

Saxonia Carries Lumber to Mexico—Empress Arrives—Edith in Trouble.

(From Wednesday's Daily.)

The Nippon Yusen Kaisha (Japan Mail S. S. Co.), will resume its service to Victoria and Seattle this month, advices to that effect having been received yesterday from the Orient. The company has been carrying out its service with one vessel, lately with two, but now the Japanese government is releasing many of the steamers of the company which had been engaged in transport service, with the result that the company will now be in a position to resume its regular service as in the days before the war. The vessels will, of course, need some overhauling, for they were stripped without regard to their furniture when the war department called them into service, furniture and pianos being tossed overside onto scows as though they were ballast being discharged.

Of the vessels of the line which were being used by the military authorities of Japan, the Kanagawa Maru, formerly in the European service of the company, was the first to be released. She was placed in service to Victoria—the only vessel in the line—last summer, and later the Iyo Maru was added. Arrangements were made by the company with the Boston Steamship Company's steamers, the Ocean Steamship Company's vessels and other craft to carry the cargo booked by agents of the N. Y. K. to Victoria. Now that the government has decided to release the steamers Kaga Maru, Shinano Maru, Aki Maru and Tosa Maru, the company will be in a position to resume its fortnightly service. The company had expected to open the line as formerly in December, but the government would not release the vessels from transport service until January.

The steamer Kanagawa Maru, of this line, is expected to reach Victoria on Thursday from Yokohama, and she will probably be followed by another of the company's liners, sailing a fortnight later than the Kanagawa Maru. When the steamer was at Yokohama on her last voyage from Victoria, there was considerable excitement attendant upon her arrival. After being given pratique the liner lowered her gangway to receive the usual crowd of visitors, hotel runners, etc. When some twenty people had clambered on the gangway, the latter parted midway and a number of the crowd were precipitated into the water. The Kanagawa people immediately took steps to rescue the immersed, and seven who were among the number were soon picked up and taken on board, where they were carefully dried out. No fatalities or serious injuries were reported.

TACOMA INSURED.

Well-known Ocean Steamer Protected Against Loss.

Russian agents have given to the Northwest Commercial Company a bond to indemnify the company for loss of the steamer Tacoma in the event of the vessel being sent to the bottom by Togo's warships if caught carrying the contraband cargo of beef which is now being loaded on the vessel at Seattle. If the Tacoma is delayed, demurrage will be paid; if she is lost, the owners will receive more for her than she would sell for in open market at the present time. The fact that Port Arthur has fallen will have no bearing on the voyage of the Tacoma, the cases of beef for Ivan and his fellow-soldiers being loaded in her hold rapidly. Although the Tacoma is to clear for Shanghai, it is an open secret that her cargo is for Vladivostock, and there is much speculation as to how the meat will be conveyed to the Russian city. The owners of the Tacoma announce that the vessel will clear for Shanghai, but it is thought that she will poke her windjammer nose into the harbor at Vladivostock before returning. While the Tacoma may go to Shanghai from Seattle, it will only be to replenish her coal cargo in the Chinese port and head for Vladivostock. It is more probable that the ship will follow a course taking her towards the Aleutian islands, and, sailing close to the Arctic ice floes, she will pass through the La Perouse or Koorile straits into the sea of Okhotsk. From there the Tacoma could proceed to Vladivostock without fear of being overhauled by a Japanese war vessel. The strait of Hokadate is well fortified and it is not likely the Tacoma would take that passage in case the vessel heads for Russian territory after leaving Seattle.

CARRIED AWAY PILOT.

Capt. Hayes, Shanghaied by Wyefield, Returns by City of Puebla.

Steamer Umatilla arrived on Monday from San Francisco. The steamer City of Puebla sailed last night for the south. The passengers from Victoria included R. W. Dunsmuir, Captains J. M. Hays and Munro and J. B. Carrington. Capt. Munro has been in Victoria representing the owners of the Leelanaw in connection with the accident with which the steamer met, necessitating repairs at Esquimalt. Capt. Hayes is a San Francisco pilot who was Shanghaied on the steamer Wyefield, which arrived yesterday on her way to Comox to coal for her voyage to the Orient. The weather was heavy when the steamer sailed from the Golden Gate, and the pilot boats having run in for shelter, there was nothing for it but to carry the pilot to sea.

MARINE NOTES.

Steamer Tottenham passed up yesterday to load coal at Comox.

Advices have been received placing the Norwegian bark Stork on the overdue board again. She is being quoted at 60 per cent. The Stork was taken off the board some weeks ago, as a vessel answering her description was reported as having passed Prawle point. The rate on the British ship Edith Mary went up to 80 per cent., and that of the Brier Holme to 80 per cent. today.

A rate war has commenced among companies whose vessels are drafting lumber between San Francisco and Portland.

THE PORTLAND FAIR.

Rossland Miner.

It appears that the Dominion government has decided not to take part in the Lewis and Clark exposition at Portland next year. The explanation given is that Canada cannot expect much immigration from Oregon, while the primary objects of the government's participation in such enterprises is to attract the attention of probable emigrants to Canada's great resources.

It would seem that the Dominion government is not well informed on this matter. Already both British Columbia and the Northwest have secured numbers of immigrants from Oregon, and there would be a great likelihood of more coming if a suitable display were made at the Portland fair. Such a display, moreover, would appeal to many others besides Oregonians, for attendance at the fair will certainly not be confined to the people of that state. To thousands of visitors both the mining and agricultural capabilities of Western Canada should be advertised liberally and the return would be profitable.

COMPOSITION IN COURSES.

Southey was another methodical and rapid literary craftsman. "I am a quiet, patient, easy-going hack of the mule breed; regular as clockwork in my pace, sure-footed, bearing the burden which is laid on me, and only obstinate in choosing my own path," he wrote to a friend. But his method was by no means simple. He was a poet, an historian, a critic and a miscellaneous writer; he turned out an enormous quantity of matter, and succeeded in doing so by working fourteen hours a day and diversifying his labors within his daily round. He had six tables in his library. He wrote poetry at one, history at another, criticism at a third, and so on with the other subjects upon which he was engaged, and when he was tired of spinning his brains into verse he turned to history and criticism. There is a story that he once described to Mme. de Stael the division of his time—two hours before breakfast for history, two hours for reading after, two hours for the composition of poetry, two hours for criticism, and so on through all his working day. "And pray, Mr. Southey," queried the French woman, somewhat unkindly, "when do you think?"

ITALIANS ON SOUTHERN FARMS.

Philadelphia Ledger.

Italians are industrious and thrifty and are as a rule excellent farmers, market gardeners and tradesmen. In parts of the South where the Italians have settled they have achieved a decided success as truck-growers and in other employments, and their condition in comparison with many of their compatriots who have remained in the great cities as day laborers under the guidance of the exacting padrones is striking. If this work can be done on a large scale for all classes and races of immigrants the gain for the country will be tremendous. The congestion in the cities will be relieved, the slums curtailed, many burdens lifted from the charities, the criminal class reduced and the jail population diminished.

Sealers Want Higher Wages

Hunters go on Strike for Four Dollars on Each Seal Skin.

Fewer Vessels Will Hunt off the Coast — Japanese Sealers Fear Russians.

(From Wednesday's Daily.)

The sealers are getting ready for the coast cruise, but there will not be as many schooners to outfit this year as heretofore, for the reason that few, if any, schooners will sail with part Indian crews. It is understood that the decision has been reached by the company to send only vessels with crews of white hunters on the coast, and it is improbable that the fleet will be a large one. It will possibly be not more than six or seven schooners. A meeting will be held in a day or two to discuss the matter and make arrangements for the season's work.

Yesterday morning the hunters went on strike—hence the preparations for the despatch of those schooners which are to go to sea may be delayed. A procession of the hunters of seals went to Point Ellice and made claim at the company's office that they be paid four dollars for each skin taken, an advance in the wage heretofore given. The company refused to give. The hunters contended that seals were scarcer now than heretofore and the sliding scale of wages paid in the past did not give them sufficient remuneration. The wages that have been paid to hunters are: For each skin of the first fifty taken by the hunter, $3; and, if a hundred are taken, $3.25 is paid for each skin; if 150 the remuneration per skin is $3.50, and if 200 are secured, $4 per skin.

The sealers want four dollars for every skin taken without respect to the totals, and they say they will not sign on any schooner until their demands are met. Captain Grant says slight increase may be paid, but the company will not pay four dollars rather than they would tie up their fleet. Outside of the schooners belonging to the sealing company several independent vessels will be operated, the Eva Marie, Umbrina and Jessie.

The Japanese sealers, which were exceedingly active last season, they taking advantage of the opportunity given them by the war to raid rookeries in the North Pacific, are said to be less ready to take chances of capture this year. Mail advices from Yokohama state that several foreign and Japanese sealers left Yokohama on December 6 to join schooners at Hakodate which are to leave shortly for the sealing grounds. Only two or three vessels are said to be going out this year, many of the owners fearing to venture on the annual cruise in view of the coming of the Russian Baltic squadron, which, they fear, may harass mercantile vessels in northern Japanese waters.

Strange to say, the first news that reached Japan of the sinking of the Japanese schooner Kiyoichi Maru, 80 tons (she was formerly the old Diana and is well known to sealers in Victoria) was given by the Colonist, which published a letter received by the mother of Ed. McNeill, a hunter who was on board the sunken schooner. Mrs. McNeill also wrote from Victoria to the British consul-general, who referred her letter to the governor of Kanagawa prefecture, asking for confirmation of the whereabouts of her son.

The schooner was sunk on August 16 by a Russian warship in the Sea of Okhotsk. The crew were taken to Nicholaievsk and thence to Khabarovka, where they were on the 3rd of September. The vessel was on a seal-hunting voyage and was owned by Mr. Tomi Yukichi, of Yokohama. There were on board, beside the crew of eighteen Japanese, one Canadian and three American hunters, and an American who was cook. The names of the three Americans are J. Thompson, Geo. McCamish and J. Knapp. The Canadian's name is McNeill. The news came via Canada from the mother of McNeill, who had received a letter from her son from Khabarovka. Only the bare facts were given that the vessel had been sunk by the Russia and the crew had lost everything they had. The last news received by the owner's family in Yokohama was dated August 4, at which date the vessel had a catch of 200 skins.

FIGHT IN HOSPITAL.

New York, Jan. 1.—In a fierce fight which lasted for fifteen minutes in the Essex county hospital in Newark, N. J., yesterday Patrick Corrigan, an insane patient, was beaten to death by two attendants and another patient. Corrigan had concealed a fork in a pocket, and with this suddenly attacked S. Redding, an attendant, jabbing the prongs of the fork through Redding's nose. The other attendant and the patient answered Redding's cries for help and in the struggle Corrigan's ribs were broken. He died two hours later.

LYNCHED BY MOB.

Newport, Ark., Jan. 1.—Louis Althwhite, who is said to have murdered Mrs. Rachael Kinkaimon and her daughter on Christmas, was lynched yesterday at the scene of the crime by a mob of 700 men.

British news By The Cable

Lord Mount Stephen's Princely Gift to King Edward's Hospital Fund.

Interesting Publication on the Subject of Colonial Reciprocity.

(Special Cable to the Colonist.)

London, Jan. 3.—Lord Mount Stephen has given £200,000 in Argentine bonds to King Edward's hospital fund, which is sufficient to bring in £11,000 yearly. The King has written personally thanking him for his magnificent donation.

Parliamentary papers which have been issued relating to the resolution passed by the colonial legislatures in favor of preferential trade relations with the United Kingdom refer to the act of 1892 when the Canadian house passed a resolution that when Great Britain admitted Canadian products on more favorable terms than those of foreign countries Canada would be prepared to make a substantial reduction of the duty on British manufactured goods. Also a resolution of March, 1900, approving the principle of British preference in the Canadian customs tariff as one calculated to materially benefit the mother country as well as Canada. It refers also to the resolutions passed in 1904 by the Manitoba and New Brunswick houses advocating Chamberlain's policy. Similar resolutions by Victoria, New Zealand and South Africa are also recorded.

R. C. Hawkins, secretary of the Eighty club, writes to the News in reference to Earl Grey's and Sir Charles Tupper's names being amongst the vice-presidents of a new club just formed, whose object is stated to be to aid the leaders of united imperial parties in an endeavor to consolidate the Empire and make it self-supporting as to food supply as well as strengthen the bonds between the mother country and her colonies and dependecies. Mr. Hawkins asks these questions: Does the Governor-General of Canada know that his name is being used side by side with that of the ex-leader of the Canadian opposition to float a tariff reform club. If so, what does Premier Laurier think of it, and what has the prime minister to say on the subject?

Rodolphe Lemieux, Solicitor-General of Canada, has been elected a member of the Eighty club.

A clergyman in a letter to the Standard suggests that the question of encouraging young men to emigrate to the colonies is one of paramount importance both to church and state and should be discussed at diocesan conferences and clerical meetings, even at the coming Lambeth conference.

The Canadian Press learns that the British Empire League is considering the establishment in London of a non-political club of high standing embracing the support of all parts of the King's dominions.

RELIGIOUS REVIVAL.

Chicago Evangelists Cutting a Wide Swath in England.

Liverpool, Jan. 1.—Rev. Rueben A. Torrey and Charles M. Alexander, the Chicago evangelists, today opened the first three weeks of their crusade with stirring scenes. A unique observance of New Year's Day was the broadcast distribution throughout the city by personal delivery to passers-by, in private letter boxes, in saloons, etc., of 250,000 white cards inscribed simply, in glaring red type, "Get Right With God." Wholesale conversions have resulted from this plan, and crowds made public confessions at tonight's meeting. Four thousand converts already have inscribed their names, and it is expected that 6,000 will have made confession before the evangelists go to London for a five months' crusade on a larger scale than any similar campaign that has been witnessed by the present generation.

THE COUNTY JUDGESHIP.

McInnes Not in Running and Fight Is Between Higgins and Lampman.

It is announced with a degree of positiveness entitling the news to consideration, that the appointment will be made during the present month of a gentleman of the legal profession in this city to fill the long vacant office of Judge of the County court of Victoria. Whom the happy appointee is to be, is known as yet only in the highest circles, which brush the sleeves of members and of ministers at Ottawa.

It is, however, known now that Mr. W. W. B. McInnes, M. P. P. of Nanaimo, is not to be the man. There was a time, not so exceeding long ago, when a directly contrary opinion prevailed. Mr. McInnes was then a quoted favorite with long odds offered in his favor. The very qualifications supposed to count for most in furthering his interests at the court of Laurier, have, however, proved fatal to his judicial aspirations.

He was an excellent campaigner and had rendered valiant service when the party had urgent need of a silvery tongue to woo the coy electorate. There are other campaigns coming and spellbinders are few.

Hence Mr. McInnes is to be "otherwise recognized," and there is an understanding in respect thereto which is satisfying to the gentleman most interested.

Mr. Frank Higgins also was a conspicuous figure in the recent campaign—and Mr. Higgins would not be averse to dispensing even-handed justice under the County court rules.

It, therefore, eventuates that Mr. Higgins and Mr. P. S. Lampman are now alone in the judicial running—and it is a neck-and-neck race. It will be either Judge Higgins or Judge Lampman—and within the month, or Ottawa's expert prophets are sadly misinformed.

UNITED STATES CONGRESS.

Washington, Jan. 1.—Congress will reassemble on Wednesday.

SAD DROWNING IN THE FRASER

Son of Manager Godfrey of Bank of B. N. A. Vancouver Is Missing.

From Our Own Correspondent.

Vancouver, Jan. 3.—The notorious King is believed to be the burglar who broke into the V., W. & Y. ticket office safe and stole $140. His work bears a strong resemblance to other work he has done in this city. A number of plain clothes officers are searching the outskirts for the missing King, but so far with no result.

The Great Northern takes over the V., W. & Y. railway on the 15th of January, according to information received today. The line between Vancouver and the Fraser is now under the superintendence of W. D. Scott, who is superintendent of the Cascade division of the G. N. T. Under the new management two fast trains will be run daily between here and Seattle.

All hope is abandoned in regard to the disappearance of Harry Godfrey, son of Wm. Godfrey, manager of the Bank of British North America. The belief is that he was paddling a flat-bottomed boat while duck shooting alone on the Fraser on Saturday last, and that he lost his balance and fell in, one oar only being left in the boat when found. At this writing the body has not been recovered.

The safe in the temporary depot of the Great Northern Railway, and H. Tees's butcher shop were blown open some time on Saturday night or early Sunday morning. One hundred and forty dollars were taken from the former, but the latter was fortunately empty. The police attribute the work to Clark, alias King, an escaped convict, who shot at and narrowly missed a police officer while he was attempting to arrest him on Christmas eve.

NOTICE.

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at the N. W. corner, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of beginning on point of mouth of Wadham's Cannery, Rivers Inlet, B. C.

Dated this 31st day of August, 1904.
C. H. HAND.

d24

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at a post planted in the S. E. corner about two miles north of Black Rock, in Rivers Inlet, and on Walbean Island, B. C., thence north 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

Dated this 31st day of August, 1904.
H. W. HOYNE.

d24

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next Session for an Act to incorporate a Company with power to carry on the business of a General Trust Company and in particular with power to take, receive and hold all estates and property real and personal which may be granted, committed, transferred or conveyed to it with its consent upon any Trust or Trusts whatsoever (not contrary to law) at any time or times by any person or persons, body or bodies, corporate or by any Court of the Province of British Columbia; to take, and receive deposit upon such terms and for such remunerations as may be agreed upon, deeds, wills, policies of Insurance, Bonds, Debentures, or other valuable papers or securites for money, jewelry, plate or other chattel property of any kind, and to guarantee the safe keeping of same;

To act generally as attorney or agent for the transaction of business, the management of estates, the collection of loans, rents, interest, dividends, debts, mortgages, debentures, bonds, bills, notes, coupons, and other securites for money;

To act as agent for the purpose of issuing or countersigning certificates of stock, bonds or other obligations of any association or corporation, municipal or other;

To receive, invest and manage any sinking fund therefor on such terms as may be agreed upon;

To accept and execute the offices of executor, administrator, trustee, receiver or assignee or trustee, for the benefit of creditors under any act of the Legislature of the Province of British Columbia, and of guardian or any minor's estate or committee of any lunatic's estate; to accept the duty of and act generally in the winding up of estates, partnerships, companies and corporations;

To guarantee any investments made by them as agents or otherwise;

To sell, pledge or mortgage any mortgage or other security or any other real or personal property held by the company from time to time, and to make and execute all requisite conveyance and assurances in respect thereof;

To make, enter into, deliver, accept and receive all deeds, conveyances, assurances, transfers, assignments, grants and contracts necessary to carry out the purposes of the said Company and to promote the objects and business of the said company;

And for all such services, duties and trusts to charge, collect and receive all proper remuneration, legal, usual and customary costs, charges and expenses;

And with further powers to do all such other things as are incidental or conducive to the exercise of the above powers or any of them.

Dated at Victoria this 14th day of December, 1904.

BARNARD & ROGERS,
Solicitors for the Applicants.

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at a post planted on the south shore of Kingcome Inlet, thence south 40 chains, thence west 160 chains, thence north 40 chains to shore of inlet, thence easterly following shore line to point of commencement, containing 640 acres, more or less.

Dated this 14th day of December, 1904.
J. C. RYAN.

d24

NOTICE.

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at a post planted about one half mile west from J. C. Ryan's N. W. corner, thence south 40 chains, thence west 160 chains, thence north 40 chains to shore, thence following shore line easterly to point of commencement.

Dated this 14th day of December, 1904.
JOSEPH SHIPPEN.

d24

NOTICE.

NOTICE is hereby given that, thirty days after date I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at a post planted on the south side of Gregory Island, thence west 80 chains, thence north 50 chains, to north shore of island, thence following shore line easterly and southerly to point of commencement, containing 640 acres, more or less.

Dated this 14th day of December, 1904.
E. K. WALLES.

d24

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at post planted in the S.W. corner, thence east 80 chains, thence north 80 chains, thence west 80 chains; thence south 80 chains to point of beginning, making 640 acres; location, main land on point west of Wadham's Cannery, Rivers Inlet, B. C.

Dated this 31st day of August, 1904.
H. W. HOYNE.

d24

NOTICE is hereby given that, thirty days after date, I intend making application to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands: Commencing at the S. E. corner, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement, making 640 acres; location on Walbran Island, B. C., and adjoining claim of H. W. Hoyne.

Dated this 31st day of August, 1904.
E. M. GUIE.

d24

TWENTY THOUSAND PRISONERS OF WAR

Rank and File of Port Arthur Garrison Are to Remain Captives.

Headquarters of the Japanese third army, Jan. 2.—Via Fusan, Jan. 3.—At the conference held between the commissioners of General Stoessel and General Nogi at 1 o'clock this afternoon, the terms of surrender were agreed upon, under which the Russian officers, both civil and military, will be allowed to march out, the military with arms.

The officers will be granted full liberty after giving promises not to take further part in the war.

The privates and non-commissioned officers to the number of twenty thousand will be taken prisoners of war.

The surrendered fortress will be formally handed over to the Japanese tomorrow, Tuesday.

The prisoners will march out Jan. 4th. The opposing troops are fraternizing.

INITIATE ARBOR DAY.

Interesting Ceremony at the High School Grounds Yesterday Afternoon.

The reopening of the High school was marked by a very interesting ceremony yesterday afternoon. The pupils were drawn up on the lawn in a hollow square and at 3 o'clock His Honor the Lieut.-Governor, accompanied by Mr. F. B. Pemberton, arrived. The cadet corps formed a guard of honor and presented arms. The Lieut-Governor then planted a butternut tree and Mr. Pemberton planted a holly. After His Honor had spoken a few words to the cadet in command, the party proceeded to the assembly hall, where several speeches were delivered. The Lieut.-Governor congratulated the cadets upon wearing the King's uniform and impressed upon them the importance of their duties, their honors and their responsibilities. Mr. Pemberton also delivered a brief address, and Trustee Boggs gave an interesting account of the origin of Arbor day. After giving three hearty cheers for the Lieut.-Governor and Mr. Pemberton, the gathering dispersed.

EMPIRE CREAM SEPARATOR

The Separator that always keeps ahead of the procession. It Turns Easier, Skims Faster, Lasts Longer; requires fewer repairs. Built on common sense plans. The Separator with a Simple Bowl.

Baxter & Johnson
Agents.
53 Wharf St., Victoria.

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Seeds of Douglas Fir and Native Cedar

Directions on how to secure this seed on application. M. J. Henry, Henry's Nursery, Vancouver, B. C.

B.C. STEAM DYE WORKS.
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Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

WHAT BOY

Not having a watch has not envied his chum who has one, the possession of

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To all watchless boys "The Colonist" says send us four new subscribers to the "Semi-Weekly Colonist" at $1.00 each and we will send you one of the celebrated

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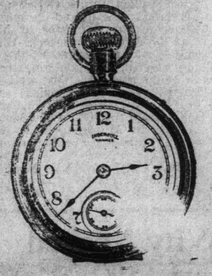

WATCHES

Don't make a mistake.—These watches are not toys and every one carries the guarantee and reputation of the R. H. Ingersoll & Bro. of New York, than whom there are no better watch makers in the world.

The illustration shown above is an exact reproduction of one of these watches on a slightly reduced scale.

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Remember, if you wish to take advantage of this offer you must act quickly as the number of watches are limited.

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