The Sham Fight At Colwood

The Advance of Lt. Col. Whyte's Forces Checked By Colonel Hall.

Scene of the Battle Was Around Race-Course-Honors Divided.

(From Our Correspondent with Lieut.-Colonel Hall's Forces.)

Colwood Race Course, June 20, 1 p. m.—Victoria is saved. The Rodd Hill fortress, yesterday seriously threatened by the enemy, still stands intact at the entrance to Esquimalt harbor. All possible avenues of advance on the city are covered, and the invaders have been hurled back from the hills of Colwood, and have retreated, with some confusion, behind the trenches of their camp on the Langford Plains. Their total losses have not yet been estimated, but quite a number have been taken prisoners, including three officers. A field gun also has been captured.

That is the result of the fighting which commenced at 9:30 this morning and continued until after the hour of noon, and it is due to the good generalship of the officer commanding, the excellent manner in which his plans were carried out by the officers under him, and the cool gallantry of the non-commissioned officers and men of the Fifth Regiment and the reinforcing detachments of Royal Engineers and Royal Artillery.

It was late on Sunday evening when Lieut.-Colonel Hall, commanding the Fifth Regiment, R. C. G. A., encamped at Macaulay point, received despatches announcing that Lieut.-Colonel Whyte with a strong force consisting of the Sixth D. O. C. Rifles from Vancouver, had landed at Nanaimo and after capturing that city had made a rapid movement by railroad and steamship to the south and had encamped at Langford Plains, threatening the security of the Rodd Hill fortress.

A council of officers was immediately held and preparations were made to attack the invaders on the following day.

The camp was early astir. The morning broke cloudy and cold and a few light showers of rain fell while a hasty breakfast was being served to the men. At 7 o'clock the regiment was drawn up in line, and ammunition having been served out, the force marched out of camp and took the road for Esquimalt, arriving at the harbor shortly before 8 o'clock. There a steam transport was in waiting and the force was carried across the harbor to Rodd Hill where the men were disembarked.

Scouts having been sent on ahead, the column proceeded at a brisk pace along the Colwood road and reached the Colwood hotel at nine o'clock without misadventure. There the column was reinforced by detachments of Royal Engineers and Royal Artillery with two 13-pounder guns. A short council of war was held, and then Colonel Hall commenced to make a disposition of his forces.

From reports received from the front it was clear that the emeny lay to the northeast of the Colwood racecourse, and, accordingly, Colonel Hall decided to advance as quickly as possible in order to take up a position to the west and south, covering all avenues by which the enemy might advance towards the city.

A detachment under Lieut. Patton was hurried forward with orders to approach Langford station and if possible to capture it and hold the railway line, and other detachments were sent north and northwest to occupy the flanks of the position which Colonel Hall had decided to hold. A general advance was then made, and at 9:15 Colonel Hall and his staff started for the scene of the expected conflict.

Firing was soon heard from the left, and an orderly riding up reported that the enemy's scouts had been sighted east of the racecourse.

Your correspondent accompanied Colonel Hall and his staff to the centre of the position, where an excellent view of the field of battle was secured. Our lines extended in a semi-circle, more or less, from the southwest to the east of the racecourse, which lay right below the centre, which occupied a hill with excellent cover for both infantry and guns. The left flank, extending to the east about half a mile, occupied lower ground, but was amply protected by trees and brush. It was there that the hottest part of the engagement took place. In the event of the left flank being turned Colonel Hall ordered shelter trenches to be thrown up to protect the centre and this work was carried out promptly by the Royal Engineers.

In the meantime firing on the extreme left continued, and before 10 o'clock the enemy had opened rifle fire all along their line, which was seen to lie some 800 yards in front, and beyond the open ground of the racecourse. Soon after the enemy's position had been thus determined Captain Currie's two 13-pounders came into action. The guns had been splendidly placed on the hill, right in the centre of the position, overlooking the plain below and well screened by dense timber, while supporting companies of the Fifth lay concealed colse by. One of the enemy's guns came into view some 600 yards away and was promptly put out of action by two well-directed shells from Captain Currie's and Lieutenant Booth's 13-pounders. A few minutes later a body of the enemy attempted rashly to cross over to a more advanced position in the open, and the guns opened fire on them and drove them back.

A rash spirit evidently pervaded the attacking forces under Lieut.-Colonel Whyte, for a detachment under Captain Tite crept up to our right and were promptly put out of action, while another large body of infantry came into the open on the left and were shattered by rifle and shrapnel fire.

Reports from officers commanding different sections along the line began to come in fast and all told of the enemy's steady advance, but only one conveyed news of repulse of our own men, and this was from a detachment which had got too far in advance of the line. After a brisk engagement the men had to fall back, and being a little exposed in so doing, suffered some loss.

It was evident that the left was the chief objective of the attacking forces and as soon as he realized this, Colonel Hall strengthened that part of the line by sending thither considerable reinforcements under Captain and Adjutant McConnan.

Shortly after this the "cease firing" was sounded on the bugles and the opposing forces stood fast while Col. English and the other umpires considered the situation. The pause lasted about twenty-five minutes.

A report from Capt. Roberts, commanding No. 6 Company, stated that at 10:40 he had met the enemy and was engaging them on the Langford road. Later the bad news came to hand that this company had been put out of action, and Sergt. Langwood arrived with the remnant of the force at 11:35. The little force had been surrounded near the enemy's company few escaped to tell the tale.

At 11 o'clock fighting was resumed. Up to this no news had been received from Lieutenant Patton, who had been sent on a somewhat hazardous mission, viz., the capture of Langford station. The question "Where is Patton?" was frequently on the lips of Colonel Hall and Major Hibben and other members of the staff, but that officer's silence was satisfactorily explained later on when, at 11:30, a dusty orderly arrived with a despatch, dated 9:50. The orderly explained that the delay in his movements was due to the fact that Lieutenant Patton was cut off from the main forces and after being nearly captured by the enemy, the orderly had made a long detour. The despatch stated that Lieutenant Patton and his men had captured Langford station and blown it up and had destroyed two miles of the railway track, and that although he was at present somewhat isolated from the main body, his position was fairly secure.

Later on it was learned that this daring officer approached the enemy's camp and finding it unoccupied decided to capture it. The only person there, the Chinese cook, turned out to the defence with a butcher's knife, but he was promptly disarmed.

The fighting continued to be general along the whole line, while the left still bore the brunt of the attack. A reckless body of the enemy made a dash across the open, in the face of a heavy shrapnel fire, and raked by the rifles of the company stationed on our extreme left, in order to occupy the grand stand. A few reached this, but Captain Currie threw a shell into the building, which blew everything there into small pieces. It was near this spot that the enemy lost one of the guns, which, with the men supporting it, was surrounded and taken.

Shortly after this, while Colonel Hall was considering the question of ordering a bayonet charge from the left, the enemy began to waver, and then suddenly withdrew, their retreat eventually developing into flight for their camp.

The big brass drum's unruly sound
Has beat the last tatoo;
No more on tented plain is heard
The wild and loud "Horroo!"
No more at midnight's ghostly hour
Is heard that fierce alarm
As up and down the lines they go
Supported arm-in-arm.
On fame's terrestial stamping ground
Their lustre now is shed,
And Scotch high balls and other boos
Are held no more in dread.

THE UMPIRE'S DECISION.

Col. English Divides the Honors to Some Extent.

The umpire-in-chief of the fight was Colonel English, who was assisted by Major Bland, Captain Wright, Captain Watts and Lieutenant French. Colonel English and Major Bland were stationed by the farmhouse at the north end of the racecourse and the other officers were placed with the opposing forces where they could report on the proceedings to advantage. When the "cease firing" was sounded at about 12:15 p. m. the Fifth and Royal Regiments and the detachments of Imperial troops with them assembled on the racecourse and partook of their sandwiches and lemonade. Lieut.-Colonel Hall and Lieut.-Colonel Whyte, commanding the Sixth shook hands over the battle and a general parley of officers on both sides was held.

First, Lieut.-Colonel Hall reported to Colonel English on his plans and then carrying out thereof, and Colonel Whyte followed with his report.

Then the umpire-in-chief gave his decision. One rule of the game of war, said Colonel English, is that if you attack your force must be strong enough, and the defending force must be strong enough to hold its ground. Colonel Whyte's men could not have got across the open before Colonel Hall's position. It would have been better to have made a feint attack on Colonel Hall's left flank. Too many men were used on an impossible attack and some of them showed up in the open very badly, coming right across the racecourse. Up to the first "cease firing" call, Colonel English considered that the Sixth had the best of the fight. Some of the Fifth had got too far and were not covered and these had been ordered back. In the "second half," however, Colonel English considered the Fifth had the advantage. The Sixth were separated and seemed to have no communications, so that the various companies were acting independently and with no unanimity of purpose. Colonel Hall had reinforced his left when it was threatened, and the attack there could not have succeeded. Two many small parties of men had been sent into the enemy's country.

Colonel English took exception to the length of the orders of the officers commanding, being of the opinion that they should have been much shorter and the plans left to develop themselves with the situation. Officers should have been marching orders and short, supplementary orders later on. The Sixth had suffered the loss of a gun, which had been ambushed and taken, showing that the officer commanding the gun had not used his escort properly.

In regard to the whole fight, Colonel English regretted that there had not been more ground available. He hoped that next year the fight would be arranged for after the harvest when the hay fields would be available.

This decision having been given the Sixth Regiment marched off to camp, being cheered by the Fifth as they marched past.

WORK COMMENCED ON C. P. R. WHARF

New Patented Preparation to Protect Piles—Gives Them Ten Year's Life.

Work has been commenced at the new C. P. R. wharf, according to Mr. R. Strain, of Messrs. Vanslack & Harvey, Vancouver, who is in charge of operations. Mr. Strain came over from Vancouver on Sunday and is staying at the Vernon hotel. In conversation with a Colonist reporter last evening Mr. Strain said actual work of construction would begin in a few days, but that he has already a number of men employed in preliminary work on the scene where the Yosemite is at present anchored.

The wharf will be 300 feet long by 150 broad, and will be of more than ordinary strength. Owing to the action of the teredos and other destructive agents, the life of the average pile in Victoria harbor is about twelve months, while in Vancouver harbor it is still shorter, about eight months. The piles for the C. P. R. wharf are to have a life of ten years and their longevity will be due to the fact that they are to be treated by the carbileum process. This is a patent process, the Pacific coast rights of which are held by Messrs. Vanslack & Harvey, contracting agents of the Dominion Paving & Contracting Company, of Toronto. The preparation used is composed of creosote oils, 60 per cent. stronger than ordinary creosote. In this process the piles are bored and the preparation soaks all through the pile, so that it cannot wear off, as is the case in piles protected by other processes.

The carbileum process is also used for paving blocks, etc., and it is expected that a portion of Yates street will be paved with these blocks this year, as the trial pavement put in some time ago has proved a success.

VESSEL OWNERS BRING SUIT.

Tacoma, June 21.—Deniston & Co., of Glasgow, owners of the British ship Ventura, today brought suit in the Federal court against Moore & Co., of San Francisco, for $17,500 damages. Losses through delays in loading the Venture by the respondent are alleged. The suit is in the nature of a counter libel, in answer to libel proceedings begun in Seattle several days ago against the vessel.

Lord Dundonald Makes Statement

Of the Trouble Between Himself and the Hon. Mr. Fisher.

Complains of Constant Interference By That Gentlemen in Militia.

In the Montreal Witness, just to hand, there is a page devoted to the Dundonald incident as discussed in the House of Commons. After Hon. Mr. Fisher and Sir Frederick Borden had made their explanations Col. Hughes spoke. In the course of his remarks the Colonel said he found it hard to understand how His Lordship had borne the brunt and odium of all the political interference in officering this corps and others. He could realize, though, how at last goaded on to desperation by the interference of a man of Mr. Fisher's calibre, he might not have observed the ordinary rules of military etiquette and how he came to make the statement he did make in Montreal.

Colonel Hughes followed this by reading General Lord Dundonald's memorandum, which was as follows:

"In accordance with general orders approved by Council I gave orders in in the customary manner in the month of February last to organize the 18th Scottish Light Dragoons as a cavalry regiment, with headquarters in the Eastern Townships of Quebec. Lieut.-Colonel G. A. Smart was gazetted as commanding officer on Feb. 19, and other officers were also appointed to the same regiment. Shortly after the promulgation of the order authorizing the organization of the regiment I received an order from Sir Frederick Borden through Colonel Pinault, the Deputy Minister of Militia, desiring him to stop the organization. No explanation or reason for this step was vouchsafed but indirectly I learned that the minister of agriculture was responsible for the delay which thus occurred. I greatly desired to have the organization proceeded with, as the time for holding the annual camps was approaching. I accordingly twice communicated with Mr. Fisher by telephone on two days of some distance apart, and made appointments with him in order that the reason for the obstruction might be explained. Mr. Fisher did not keep either of the appointments. On the second of the occasions, above referred to, when speaking to Mr. Fisher on the telephone, I explained the urgency of completing the organization of the regiment without delay, otherwise it would be impossible for it to go into camp. I also enquired what Mr. Fisher had to do with the organization of the militia. To this Mr. Fisher responded by enquiring whether I thought he had any right, as a Cabinet minister, to interfere. My answer was that in my opinion Mr. Fisher had no right to interfere with Colonel Smart's selection of officers, as I understood he had been doing. It is, perhaps, unnecessary to say here that Colonel Smart's duty was to select officers for commissions and submit their names to the general officer commanding, through the proper channel in order that he might make recommendations to the minister of militia. I became convinced of Mr. Sidney Fisher's continued interference with the duty of Colonel Smart in the selection of officers. Subsequently I sent in a list of officers for the 13th Scottish Light Dragoons, to be approved of by the minister of militia and gazetted. Included in that list was the name of Dr. Pickel, mayor of Sweetsburg, to command a squadron, a local man of prominence, whose appointment would, I believe have advanced the interests of the militia. Dr. Pickel was not qualified professionally as an officer, indeed, only two out of the sixteen of the proposed officers for the 13th Scottish Light Dragoons were militarily qualified. It was impossible, as will be understood, to procure duly qualified officers, as the cavalry regiments in the Eastern townships had been increased since May, 1903, from four squadrons, numbering 300 men and 26 officers, to twenty squadrons, numbering 1,000 men and 180 officers on the peace establishment; and with a war establishment of some 2,700 men. All the gentlemen, however, in the list submitted, undertook to qualify professionally after appointment in the usual manner. This course is customary, and has been forced upon us by the lack of qualified officers. It is a course which has always met with the approval of the minister of militia. This list of officers for the 13th Scottish Light Dragoons was submitted to the minister and included in the proposed general order, which also included other regiments of the militia. The list of officers of the 13th Scottish Light Dragoons was struck out of the general order by Sir Frederick Borden, and I was informed of this circumstance by Colonel Pinault, the deputy minister, in a letter of which the following is a copy:

Ottawa, May 19, 1904.

Dear Lord Dundonald—Late last evening I placed before the minister the "Gazette," dated 18th inst., for approval and submission to council. With the exception of the part relating to the 13th Scottish Light Dragoons, which the minister desired held over for further consideration, it was approved and as the minister intended to leave the city this morning for a week or so, rather than delay the submission of the remainder of the "Gazette" he cancelled and initialed the appointments to the 13th, instead of returning the draft to you for that purpose. Very faithfully yours,

(Signed), L. F. PINAULT.

Major-General the Earl of Dundonald, C. V. O., C. B., Commanding Canadian Militia.

A day or two after the first list was cancelled a further list was submitted to me by the Adjutant-General, which I was informed would be acceptable, and the organization of the corps would be permitted to proceed.

This latter list of officers to be gazetted was sent to council, and when returned the name of Dr. Pickel had been erased, and the erasure was initialed by the minister of agriculture, who was acting for Sir Frederick Borden.

COL. SMART'S LETTER.

When in Montreal on June 3rd fuller details of the interference of the minister of agriculture were communicated to me in conversation, as well as by a letter from Colonel Smart, which I received on the morning of June 4th, the day on which I spoke at the officers' banquet. Colonel Smart's letter read as follows:

"13th SCOTTISH LIGHT DRAGOONS.

Montreal, June 4th, 1904.

"My Lord—As requested by you last evening, I have the honor to submit the following facts in connection with recommendations for appointments submitted by me, and to which the Hon. Mr. Fisher took exception.

"I submitted the name of Dr. F. H. Pickel, who is mayor of the town of Sweetsburg, and warden of the county of Missisquoi, to be major in command of 'E' squadron. Dr. Pickel is a gentleman of means, can ride fairly well, and was quite willing to take the necessary time to qualify himself for the position of major. Mr. Fisher objected to him for no other reason than that he was a strong political opponent of his, and was quite determined to block the whole organization unless Dr. Pickel's name was withdrawn. This I refused to do, as I had invited Dr. Pickel to come into the regiment, and told Mr. Fisher that some one else would have to be responsible for the withdrawal of Dr. Pickel's name. After my last visit to Ottawa I consulted with Colonel Whitley, and we came to the conclusion that unless we induced Dr. Pickel voluntarily to withdraw, the organization would be hung up indefinitely. I therefore communicated with Dr. Pickel, and explained to him that owing to a new regulation objections were taken to the appointment of unqualified officers to field officers' rank, and asked him if he would be good enough to allow me to withdraw his name temporarily, to which he consented. I then communicated with Mr. Fisher, saying that I would agree to the withdrawal of Dr. Pickel's name in the meantime, and on the strength of this I believe the appointment passed through the council. Your Lordship will observe that I have not withdrawn Dr. Pickel's name absolutely, and have kept the position of major in 'E' Squadron vacant, in the hope that I may yet have Dr. Pickel appointed.

"The Hon. Mr. Fisher also took exception to the name of Mr. T. R. Pickel, who is also very enthusiastic, and would make a capital cavalry officer. I had submitted Mr. Pickel's name, recommending that he be appointed captain in 'E' Squadron, but Mr. Fisher insisted that I substitute the name of Lieut. R. Steacie, making him captain, and Mr. Pickel first lieutenant. I pointed out to Mr. Fisher that Mr. Pickel, being a resident of the Townships, was entitled to a senior rank, in preference to Mr. Steacie, who lives in Montreal, and, moreover, as Mr. Steacie is a relative of mine, it would place me in a false position, and appear as though I was unduly advancing him at the expense of others. However, Mr. Fisher evidently had his mind made up on the matter, and insisted on the change, to which I reluctantly agreed. I regret to say that this has caused some dissatisfaction, and I would like at the first opportunity to transfer Mr. Steacie to another squadron and recommend Mr. Pickel for his captaincy.

"With regard to the adjutancy, Capt. Converse, whom I selected for this position, has served in the militia for about fifteen years, and for a long time served as sergeant-major in the Duke of York's Hussars. Mr. Fisher asked me to drop this gentleman, and substitute Mr. Adams, of the 6th Hussars, a gentleman who is very deaf, and whom I consider physically unfit for the position. I absolutely declined to consider this at all, and Mr. Fisher waived his objections. He then asked me to recommend Mr. Adams for major to command 'E' Squadron, and this I also flatly declined to do.

"Out of five gentlemen whom Mr. Fisher recommended for commissions, three have absolutely declined to come into the organization, so that after all the trouble and worry inflicted on the regiment, Mr. Fisher has only been able to find two officers, both of whom are unqualified, and do not in any way compare with Dr. Pickel, whom he rejected.

"The above are the main facts in connection with this unfortunate matter, but if there is any further information desired, I will be pleased to submit it. I also enquired what Mr. Fisher had to do with the organization of the militia. To this Mr. Fisher responded by enquiring whether I thought he had any right, as a Cabinet minister, to interfere. My answer was that in my opinion Mr. Fisher had no right to interfere with Colonel Smart's selection of officers, as I understood he had been doing. It is, perhaps, unnecessary to say here that Colonel Smart's duty was to select officers for commissions and submit their names to the general officer commanding, through the proper channel in order that he might make recommendations to the minister of militia. I become convinced of Mr. Sidney Fisher's continued interference with the duty of Colonel Smart in the selection of officers. Subsequently I sent in a list of officers for the 13th Scottish Light Dragoons, to be approved of by the minister of militia and gazetted. Included in that list was the name of Dr. Pickel, mayor of Sweetsburg, to command a squadron, a local man of prominence, whose appointment would, I believe have advanced the interests of the militia. Dr. Pickel was not qualified professionally as an officer, indeed, only two out of the sixteen of the proposed officers for the 13th Scottish Light Dragoons were militarily qualified. It was impossible, as will be understood, to procure duly qualified officers, as the cavalry regiments in the Eastern townships had been increased since May, 1903, from four squadrons, numbering 300 men and 26 officers, to twenty squadrons, numbering 1,000 men and 180 officers on the peace establishment; and with a war establishment of some 2,700 men. All the gentlemen, however, in the list submitted, undertook to qualify professionally after appointment in the usual manner. This course is customary, and has been forced upon us by the lack of qualified officers. It is a course which has always met with the approval of the minister of militia. This list of officers for the 13th Scottish Light Dragoons was submitted to the minister and included in the proposed general order, which also included other regiments of the militia. The list of officers of the 13th Scottish Light Dragoons was struck out of the general order by Sir Frederick Borden, and I was informed of this circumstance by Colonel Pinault, the deputy minister, in a letter of which the following is a copy:

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"Major-General the Earl of Dundonald, C. V. O., C. B., Commanding Canadian Militia.

"June 19, 1904."

I may here state that I have just communicated with Colonel Smart, and it is by his permission and desire that I include this letter.

The reference to lack of etiquette at Ottawa, Lord Dundonald explains, had no application except to official matters connected with his duty.

Death Claims John Fannin

Founder of Provincial Museum Succumbed Yesterday to Protracted Illness.

A Noble Character, Who Left Splendid Monument Behind Him.

(From Tuesday's Daily.)

John Fannin is dead. After an illness of several years' duration the good old soul, one of the most popular of Victoria's pioneer citizens, beloved and respected by all with whom he came in contact, has passed to the Great Beyond. The end came peacefully at his home yesterday morning, on Blanchard street, paralysis being the immediate cause of death.

Few men in British Columbia were more widely known than "Jack" Fannin. Crossing the plains from Eastern Canada in 1862, he plunged into the pioneer life of the province with its vicissitudes and its struggles with a cheery personality which soon won him the reputation of being one of the kindliest and most convivial men in the community. In common with all men at the period when he came to British Columbia he followed mining with more or less success during "the Cariboo excitement," but soon found his natural bent in leading hunting parties in various portions of the province. In this he gained an experience which stood him in good stead, when during the regime of the late John Robson's government he was appointed to the position of curator. This vocation suited him to a nicety, and to the intelligence and application which he brought to his task in the comparatively early days, British Columbia owes it that she has now so splendid a museum.

As a taxidermist and historian his talents were recognized all over the continent. He received innumerable compliments by high authorities on the specimens he had secured, and the skill and knowledge he had shown in their preparation for exhibition purposes. From an unpretentious nucleus of small birds, the museum grew under his supervision to its present magnificent proportions. Visiting representatives of New York museums and other noted institutions were loud in praise of his collection, asserting it was among the best of the kind they had ever seen. Notable amongst the types under his charge was the "Ovis Fanini," a specie of goat in a class by itself, known only to the Yukon country in the vicinity of Dawson, being given that name because of its discovery and classification by Mr. Fannin.

Deceased was born at Kemptville, Ont., on July 27, 1837. He was unmarried and has a brother and sister still living in the East. Accompanying him across the plains in 1862 were R. B. McMicking, J. A. Mara, John Bowron, G. T. Funstall and many others now scattered over the province.

The funeral will take place tomorrow from the residence of Mr. F. Bestord, 27 Blanchard street, at 3:30 o'clock and fifteen minutes later from Christ Church Cathedral.

Many Vessels Arrive This Week

Prospects Good For Busy Times Around the Docks and Harbor.

Big Japanese Liner Kanagawa Maru Arrives at Quarantine Last Night.

(From Tuesday's Daily.)

Prospects for a busy week in shipping at this port are very good. Quite a number of large vessels are expected to arrive from distant ports and discharge freight and passengers. Amongst those may be mentioned R. M. S. Empress of India, from China and Japan; the Nippon Yusen Kaisha's Kanagawa Maru, from the Oriental ports; the Spokane, from Puget sound, bound out on her second trip to the Alaskan ports; the Shawmut, from the Philippine islands and Oriental ports; while the big China Mutual liner Calchas is to depart for Vancouver this morning, after having discharged over 500 tons of freight for this port. Besides these there will be numerous smaller craft coming and going, so that the outer and inner harbor should be lively all the present week.

PRINCESS VICTORIA'S RUN.

First Trip Over Triangular Route Successfully Accomplished Sunday.

As was to be expected, the opening trip of the steamship Princess Victoria over the Victoria-Vancouver-Seattle run was accomplished with the smoothness and precision of clockwork, the splendid steamer making her calls exactly on schedule time. Those who went the round of the triangle speak in the highest terms of the delightful tour thus afforded by the new service.

The Princess Victoria is certainly one of the pleasantest boats afloat to travel in, and it is an easy prophesy to make that she will be well patronized by those who desire to enjoy a water trip that would be hard to beat anywhere on the globe for grandeur and beauty of scenery, as well as for sheer comfort aboard the vessel.

Special round trip tickets are to be issued by the company to meet the wants of the tourists who wish to make the three-city voyage, and the probability is that this tour will become the most popular of all offered to the tourist visiting the northwest coast of the Pacific.

KANAGAWA ARRIVES.

At 5 o'clock last evening the big Nippon Yusen Kaisha steamer Kanagawa Maru passed Carmanah Point, and reached quarantine some hours later. She will come up to the outer wharf this morning to land her passengers, freight and mails. She is the first of the Japanese liners to resume the trans-Pacific traffic since the Iyo Maru was taken off some months ago. The Kanagawa Maru is a twin screw steamship of 6,169 tons register, and is a sister ship to the unfortunate Hitachi Maru and the Sado Maru, sunk the other day by the Russian Vladivostock squadron with great loss of life. The Kanagawa Maru is eleventh in order of precedence in the Nippon Yusen Kaisha's large fleet of 76 vessels. The Kanagawa Maru will proceed to the Sound ports after unloading here. She is to be followed at suitable intervals by other vessels of the N. Y. K.

SELFISH AND NEGLIGENT.

Captain James B. McIntyre, whose conduct on the occasion of the wreck of his ship, the ill-fated steamer South Portland, on a reef off the coast of Oregon last October gained him such unenviable notoriety, has received the final decree from the inspectors who investigated the cause of the lamentable catastrophe. By its terms he is held accountable for every one of the eighteen lives that were lost on that occasion, and he is stamped as a selfish, careless, negligent and unskillful mariner.

By his own testimony McIntyre stands convicted of not knowing where he was when his ship struck, and, despite of this, of running at full speed ahead in a dense fog. Further, he admitted that though he was intrusted with the lives of the men, women and children under his charge, yet he never held a fire or a boat drill, as required by the law.

During the preliminary investigation it developed that Captain McIntyre broke every tradition of the sea in leaving his sinking ship on the first lifeboat and turning over the command to First Officer Bruce. Commenting on this act in his final decision Captain Bermingham says that to say the least, it was selfish if not unseamanlike, or worse. The excuse that Captain McIntyre gave to the supervising inspector for being the first to leave his ship was that he knew the coast in the vicinity and that he could thereby safely guide the boat to a haven, and so be sure of saving those lives it contained. Alluding to this, Captain Bermingham mentions the fact in his decision that McIntyre, in his testimony during the preliminary investigation, stated that it was his belief at first that the ship had struck a reef off the mouth of the Coquille river, a point fully eighteen miles north of where the ship actually did ground.

The original investigation was held before Inspectors Bulger and Bolles, and after carefully considering all of the evidence they decreed that the license of McIntyre should be revoked. The other officers were exonerated. McIntyre appealed from this decision on a technicality, holding that the local inspectors had not notified him in writing that the investigation was to be held. Captain Bermingham states in his final decree that this statement was untrue. Captain McIntyre was duly notified in writing, as required by law. He however, reviewed the testimony carefully. After citing the history leading up to the disastrous wreck Captain Bermingham says:

"That in the navigation of the steamer South Portland, under the command of the appellant on her fatal voyage from Portland to San Francisco, it was negligent and unskillful, having changed her course four or five times from her departure off the Columbia river bar to Cape Blanco reef, where she struck on said reef about a mile and a half off shore. He was going full speed in a dense fog, without previously obtaining proper soundings, and unaudered about thirty minutes later. The appellant at that time believed that his vessel had struck on the reef off Coquille river, about eighteen miles to the north of where she actually struck."

In concluding his decision Captain Bermingham says:

"Had her engines been stopped and due diligence been observed by the appellant, I believe every soul on the South Portland could have been saved. He took the first boat instead of remaining on the vessel, and seeing that every person on board was in a boat, his excuse being that he had a superior knowledge of the coast thereabout, and thereby could be expected to land his boat safely. The fact is, that he thought at this time that he was eighteen miles north of Blanco reef.

"Such conduct on his part, on leaving the vessel at the time he did, was, to say the least, extremely selfish, if not decidedly unseamanlike, even if he arranged with his chief officer to take charge of and place in the starboard boat those he left remaining on the ship. The result shows how shockingly that arrangement was carried out.

"I agree with the local board in its findings in the case of the appellant, but in consideration of his admission of some of the testimony taken by the local board in its investigation of the cause of the loss of the steamer South Portland, I will mitigate the penalty of the revocation of his license as master, then having three years, eight months and sixteen days to run, to a suspension of the same for two years from November 28, 1903."

ANOTHER CAPTURE.

Vladivostock, June 21.—A large Japanese schooner, laden with provisions, has been brought into port. Russian torpedo boats have destroyed a number of other Japanese sailing craft loaded with food along the coast.

The Kaiser's Cup.

Hellgoland, June 20.—Dr. J. G. Douglas Kerr's Valkyrie yesterday was the winner of the race for the Emperor William Cup over the course from Dovert o Heligoland, which started Saturday morning. The cutter Nikandra, owned by John Ferguson, was second; Richard H. Lee's yawl Wendur, third, and the ketch Cariad, fourth. The schooner Ingomar, owned by Morton F. Plant, New York, was the first to reach the winning post, but lost on time allowance.

A JAPANESE ATTACK.

Report That Cavalry Attacked Russian Outposts at Liaoyang Sunday.

New Chwang, June 20.—(Delayed in Transmission.)—According to an American missionary, who claims to have received information from a native source, a force of Japanese cavalry attacked the Russian outposts at Liaoyang last Saturday. According to the same authority, the fighting continued on Sunday. Faint sounds of firing were heard for several hours this morning in the direction of Pachiaoheng. Strong winds have been blowing in that direction tonight and frequent flashes, believed to have been from artillery fire, seen.

BY AUTOMOBILE ROUTE.

San Francisco, June 21.—W. G. Nerlin, son of the former manager of the Santa Fe road, E. T. Stimson, a prominent young capitalist and John Llewellyn, of Los Angeles, have arrived here on their way to Seattle, for which place they will leave tomorrow or Wednesday. The trip is mainly for pleasure and was arranged by Mr. Stimson, who imported from the East Emil Gunther, an experieped chauffer to handle the automobile. The party left Los Angeles a week ago Thursday. The travelers hope to reach Portland in about twenty days and will remain there only a few hours before proceeding to Seattle. They met with one mishap which delayed them thirty-six hours.

CLEVER AMATEUR ACTORS.

Recent Performance at Westholm Discloses Much Latent Talent.

From a Correspondent.

At Westholm hall on Friday evening last the Chemainus River Dramatic Society staged the play "Sleeping Beauty." The audience was truly astonished at the splendor of the costumes and bright faces as the members of the company went through their parts before the footlights. From all sides were murmurs of appreciation, and although the ages of some were not more than six, it was very pleasing to hear the parts gone through with such ease and grace, and the words being clearly and distinctly enunciated. After the march by the entire troup, the hall was speedily converted into a ballroom, in which the audience and members of the company tripped the light fantastic till the early dawn. The whole of the very pleasant evening was due to the energy of Miss Allison, and it is not at all unlikely that some future date our city will have the pleasure of seeing at least two of her young pupils the stars of some of the leading opera companies of the Pacific coast.

Regret is expressed by all residents that Miss Allison is leaving the River school, where she is so popular with both young and old.

NAVAL WARFARE AT LADYSMITH

A Clever Ruse Successfully Employed In Night Torpedo Attack.

Chemainus, B. C., June 21.—The Grafton and other vessels of the North Pacific squadron are maneuvering in this vicinity. A night torpedo attack came off last night. Two torpedo boats and their tender forming the attacking squadron, the larger vessels being stationed near Ladysmith. The attacking party procured a small launch, which is usually employed towing logs for the sawmill and quickly fitted her out as an auxiliary torpedo boat, the torpedo being carried alongside and just awash and as soon as darkness fell all went out for the attack. The regular vessels of the navy were soon "spotted" by the searchlights, but the auxiliary launch quietly towing a log aroused no suspicion and approached quite close to the Grafton without being challenged. The torpedo was got into position and launched at the flagship before anything wrong was discovered, and the big ship put out of commission, considerably to the elation of the attacking party and corresponding chagrin of the officers of the flagship, who considered it a very "slim" trick.

FOOL KILLER'S QUARRY.

New York, June 20.—Phillip Keantz, an engineer, jumped from the Brooklyn bridge today and escaped unharmed.

PERENNIAL REVOLUTIONS.

Mexico City, June 21.—The telegraphic advices received here show that there is danger of war between the republics of Salvador and Guatemala, and that the troops of the two countries are marching to the border regions. There also are reports of a coming revolution in Honduras.

U. S. COLLIER SEES THINGS.

Chefoo, June 21.—Officers of the United States collier Brutus, while passing eight miles north of Shanghai, state that they saw four Japanese torpedo boats and one cruiser on Saturday night. In the morning the boats were still visible, but there was no sign of the Russians. Chinese arriving in junks from Port Arthur report that conditions are unchanged there.

Seattle View Of Victoria's Charms

Full Page Illustrated Article in the Post Intelligencer Sunday Morning.

Declares This City is the Pacific Coast Mecca of the Tourists.

The Seattle Post-Intelligencer in its issue of Sunday contains a splendid advertisement of Victoria. It is in the shape of an illustrated article occupying a whole page, contributed by a recent visitor from Washington state. The article is as follows:

The city of Victoria, the capital of British Columbia, is endeavoring by every means to fit herself to become what she is by nature destined to be, the recreation and pleasure resort of the people of Puget Sound and of all those who live west of the mountains.

Those citizens of Seattle who were there the 24th of May, the day of more than any other that is honored by Victorians, and upon which they celebrate the birthday of good Queen Victoria, will easily realize that Victoria is an ideal resort. They will ever remember the glorious weather in which they made the journey along the peaceful and beautiful waters of Puget Sound, and that Mediterranean of the Pacific, the Straits of Juan de Fuca, studded with verdure-clad isles and encircled with those everlasting hills upon which for all time has rested a mantle of snow.

As the steamer glided towards this charmingly situated city, which Sir Thomas Shaughnessy described the other day as "the beauty spot of Canada," those on board felt that the delightful sail would remain in their memories always as one of the most enjoyable experiences of their lives. It is this very sail that is one of the greatest inducements to the people of Puget Sound to visit Victoria.

Of the celebration itself it is unnecessary to say more than that it was a delightful one from start to finish, including the games, sports, fireworks, the regatta and band contest. The course of the regatta, with the flotilla of pleasure boats, launches and Indian canoes, was one long but intensely interesting one. The Indian races being quote a member of the party from the Washington State University who was present, "it is a scene which cannot be duplicated in any part of the world."

This celebration opens the tourist season in Victoria, and from that date until the end of October thousands of visitors from all parts of the world throng her streets, stores and hotels, and enjoy themselves in a way that is characteristic of Victoria. The city is eminently English in its customs, manners and methods of doing business. It is, to those who cannot afford a visit to old England herself, almost as good to spend a few weeks in Victoria. The natural scenery which entirely surrounds her and the beauty of the many drives into the interior of the island are as wonderful as the approaches by sea. The feature that attracts the attention of the visitor first is no doubt the noble parliament buildings, which are of native stone, and stand on a commanding site overlooking the harbor.

The government's splendid museum is in the parliament buildings, and is one of the most complete and interesting of its kind in America, and contains a large assortment of specimens of natural history, native woods, Indian curios and prehistoric instruments. There are also three other museums, namely, of agriculture, horticulture and mining, in the building. A well known educationalist from England said of it a few days ago that it was the best he had seen anywhere outside of London.

In Beacon Hill park the city has a public park that is a great attraction to visitors, containing 300 acres, laid out as recreation grounds and pleasure gardens, an aviary, menagerie, bear pit, deer run and swings for children, and is, with its artificial lakes, rustic bridges, etc., a very picturesque and delightful place in which to spend an afternoon. A magnificent view is obtained of the straits and Olympic mountains from the top of the hill.

Three miles from the city is Esquimalt, Great Britain's only naval station on the great Pacific. Here are situated a dock-yard, containing the engineering and other repairing works, ship storehouses, etc., for the fleet. There is a large drydock immediately adjoining the dockyard, and immense coal bunkers with vast stocks of coal, which are always kept up to war requirements. There are always some of His Majesty's ships in the harbors, and visitors are allowed to inspect them and the dockyards, dock, etc.

It is not generally known that the islands of the Gulf of Georgia have been proclaimed to be even more beautiful than the thousand islands of the St. Lawrence. Taking the mainland side of the Victoria and the connecting steamer at Sidney for Crofton and the islands and returning the same day, is one of the most beautiful excursions by rail and sea in the world. It is in side trips such as these that the visitor really gets some idea of the beautiful scenery of this part of the world.

Shawnigan lake, about twenty-six miles from Victoria, is considered one of the most beautiful lakes in Western America. In fact, it is said to be even more beautiful than the widely famed Windermere lake, in the Old Country. The climate is quite different from that of Victoria, the air being milder and specially suited to those who have spent most of their lives by the salt water. It is a favorite resort for fishing, shooting, bathing and