Big Storm Sweeps City

Howling Gales Crossed the Northwest Christmas Night.

Three Ships Driven From Their Anchorage in the Royal Roads.

Much Damage of a Minor Nature Done to Property On Land.

One of the greatest storms in the history of the city and certainly the worst since records have been kept, occurred on Christmas night. A great deal of damage of a minor nature was done, which in the aggregate will represent a large amount. Chimneys, fences, windows and roofs suffered; trees were torn up by the roots; telegraph, telephone and electric light wires were crossed or torn from the insulators, endangering the lives of horses and foot passengers and ships dragged their anchors, but with it all no disaster occurred in this vicinity, although there is anxiety for vessels which left on Christmas night and which must have been out in the open, exposed to the full fury of the storm.

The day had been a pleasant one and Victorians were gathering around their firesides prepared to pass the last hours of Christmas day in the family circle, when the white clouds, which denote the approach of a storm, commenced to pass overhead. At 6 o'clock barometers were dropping and at 6:30 the storm signals were hoisted by the officials of the meteorological office. About 10 o'clock the rain started and at intervals for the next two hours, rained as it seldom does in this part of the world. To Easterners it might have appeared to be light, such as they are accustomed to have with their thunder storms, but for Victorians it was a revelation. The streets in the centre of the city were converted into running streams, and when the wind came up the water was blown along in sheets. At midnight the storm had reached the proportions of a gale, and those who had retired were awakened and busied themselves making the windows and doors tight. By 2 a. m. the gale had gained a velocity of between 50 and 60 miles an hour, the official report making the average 58 miles an hour. Those who were out or watched the effects of the storm from sheltered positions thought it must have reached its height, but the few who waited saw a gale which landsmen seldom see. The rain had subsided and the moon was shining brightly so that the fleecy clouds could be seen scurrying across the skies. Between 2 and 3 in the morning the wind attained its highest velocity, the highest record being 72 miles an hour, and the average 64 miles. Then it commenced to go down, but very slowly as will be seen by the official record which follows:

For hour ending 2 a. m.—58 miles.
For hour ending 3 a. m.—64 miles.
For hour ending 4 a. m.—55 miles.
For hour ending 5 a. m.—54 miles.
For hour ending 6 a. m.—49 miles.
For hour ending 7 a. m.—32 miles.

It was certainly a fearful night and those safe in their comfortable homes, although rendered a little nervous from the swaying of the buildings and the rattling of the windows, could not but think of those unfortunate to be at sea or without proper shelter at such a time. Naturally the first thought of the morning was of the damage that had been done and none were surprised to hear that the ships lying at anchor in the Royal Roads had dragged their anchors. Three of them left their moorings, the salmon ship Bankburn, the Benjamin Packard and the Santa Clara being driven before the southwest gale across the Straits and coming up within a very short distance of the rocks. The Bankburn was only saved by good seamanship being driven along off the rocky coast from the Royal Roads to Trial Island. The Santa Clara brought up off Trial Island and was lying at anchor there when a tug reached her at noon yesterday. The captain unfortunately lifted his anchors too soon with the result that she went on the rocks before the tug could get her under way. She is still there hard and fast, but will probably be saved. The Benjamin Packard's anchors caught when she was in a very short distance of the rocks off Dallas Road. Among the other vessels for which there is some anxiety is the collier San Mateo, which passed out Christmas morning heavily loaded for San Francisco. The Walla Walla left on Christmas night, but probably got safe within one of the harbors of the straits.

SHIPPING SUFFERS.

Three Large Sailing Ships Blown From Anchorage in the Roads.

Christmas morning saw the arrival of three sailing ships in the Royal Roads, the Bankburn, 64 days from Caldera; Santa Clara, 10 days from San Francisco; and the Benjamin F. Packard, 24 days from Honolulu, all in ballast. Yesterday morning saw the Santa Clara hard and fast on the rocks of Trial island 10 miles from her anchorage, the Benjamin Packard lying within a cable's length of the rock-lined shore off Dallas road, and not over a ship's length from rocks over which the seas broke, and the Bankburn lying with her anchors holding after a drift of nearly 20 miles not far from the shore of San Juan island. The trio of ships had been torn from their anchorage by the great southwest gale, which raged on Christmas night and yesterday morning, and, after a hard fight for life in the worst storm for many years, two were saved—as though by a miracle—when disaster seemed inevitable, and one was driven on the rocks after a long fight against the elements.

On Christmas morning when the ship's cook added extra raisins to the plum duff and the Christmas jollity reigned, there was no thought of storm. The voyage was at an end and after weathering the heavy December storms in which steamers and ships had been lost, the three ships were in port. Little recking the coming storm, Capt. Wyllie of the Bankburn, whose vessel was anchored in 60 fathoms of water off William Head, came ashore to send his cables, while the masters of the other ships spent Christmas on board. Towards evening rain began to fall, and the falling glass gave warning of a coming storm. Then over the roofs of the city the seamen saw the warning red light on the post office building—the signal that a storm was coming from the westward.

The night was clear and a bright moon was throwing its rays over the Gulf when the first gusts of the gale blew with ever-increasing fury. Then the ships strained at their anchors, and as the swift gusts—some of them attaining a velocity of 72 miles—grew in violence, they one by one began to drift. The Bankburn was the furthest from shore and she could not be seen as clearly as the others from the land, but the Santa Clara and Benjamin F. Packard were in plain view of the many who had assembled on the Dallas road in the early morning to watch the great struggle of the sailors to save their ships from destruction.

It was a thrilling sight. With signals of distress showing the rockets flashing skyward now and then the ships slowly drifted, their anchors holding for a moment or two between the gusts, until another blow, harder than that which preceded it, tore up the anchors, and swept the ships on towards the shore where the breakers were throwing clouds of white spray up on the banks. On the Dallas road many were gathered, including Capt. Wyllie of the Bankburn, and they followed the drifting ships, along whose decks the fitting lights showed that sailors—lanterns in hand—were hurrying to and fro using all the means of the navigator to stay the shoreward progress of their ships. On and on went the ships, and it seemed that all three would be lost. Some of the onlookers hurried to the residence of Mr. Hugh Logan, local agent of the Puget Sound Tugboat company on the Dallas road to seek tugs for the distressed ships; others telephoned to the city police station, some to the fire department, and other messages were sent to the city for aid. Capt. John Irving and others went to seek tugs, and meanwhile the gale swept the ships near shore.

The Benjamin F. Packard was heading in towards Dallas road near the end of Menzies street, and it seemed that the wind must pile her up on the beach, where the drift-wood was being battered against the rocks, but, when hope was all but abandoned, her anchors held and she rode safely in the storm, a ship's length from the reefs. Not knowing how long the anchor might hold, the crew continued to throw up rockets and burn distress signals, and, it seemed from the shore that she was stranded, but when daylight came, it was seen that, although so near to disaster, she was safe.

The Santa Clara, with her head to the wind, continued to drift up the Gulf. At 3 a. m. she was abreast of Clover Point with her mizzen sail set and her crew hurrying here and there, doing all that could be done, to keep her from the shore. Opposite the Cliff House she held for a short time, and swung around broadside on to the wind, until another gust came and tore her anchor from its hold. Down came the mizzen sail as the ship swung around with her head to the wind, and drifted stern first towards Trial island. The moon was lighting up the foaming waters, and the menacing rocks of the island over which the breakers were lashing and foaming, were seen to be near by the excited sailors, who were making the fight of their lives on board the distressed ship. At length as the ship drifted into the shallower water the anchor held, and the ship rocked midst the white caps until after daylight.

Like the Banjamin F. Packard, she had held when but little over a ship's length from the rocks, and it seemed that she was safe. She was riding with water beneath her when the tug Mystery which had been secured to assist her arrived yesterday morning and put a hawser on board. The Mystery could make but little headway with the vessel against the wind, however, and did little other than to keep her head to the wind. About noon Capt. Lindberg decided to lift his anchors as the Mystery was holding to the vessel, and then he found that one anchor was gone, being torn from the chain as the vessel drifted. The ship had but one anchor. When this was raised she again drifted and went on the rocks on Trial island, where she remained hard and fast despite the efforts of the tug Mystery to budge her.

It was high tide, and one of the highest tides of the year when the Santa Clara went on the rocks by the stern—she having drifted stern first—and it may be difficult to float her with the neaping tides that drop lower every day now. At 6 p. m. last night the Mystery came in to look for assistance, but, as the tug Lorne is in the hands of the repair crew, and other tugs were away, the only tug available was the Hope, which had gone out to the Bankburn to put the master of that vessel on board and stand by to render assistance to that vessel. The Mystery returned to the stranded vessel about 8 o'clock and is still standing by, but it is feared that it will be difficult to float the well known coal ship.

When the ships were dragging their anchors in the early morning and being hurled shoreward, the fire department were following their movements along the shore line with the truck, which carried a hardy crew of fire-fighters, ready to render any assistance to the seamen should their vessels meet with disaster. As the ships ran before the wind the firemen hurried along Dallas road, keeping pace with them, and all were ready should their aid be required.

The Santa Clara, the stranded vessel, when the tide fell last night was left high and dry on Trial island, and fell over on her port beam. It could not be learned what injuries she has sustained, but it is thought that her hull has been cut up by contact with the rocks. Being a wooden vessel, however, there will be more chance of saving her than if she had been an iron craft. She will probably be patched up, and, with powerful tugs, hauled off at high tide today. The chances are against her, however, for she is seemingly fast on the rocks.

The Dominion government steamer Quadra passed her about 11 o'clock yesterday morning when bound on a cruise to Portier pass and the Gulf buoys. The ship was not ashore then, but holding to an anchor, with the tug Mystery trying to help her. The Santa Clara is a three-masted wooden ship of 1,535 tons gross, built at Bath, Maine, in 1876, and is owned by the Alaska Packers' Association of San Francisco, at which port she is registered. She is a two-decked vessel, 209.0 feet long, 40 feet beam, and 25 feet deep. Before coming from the Golden Gate en route to Comox for coal, she was running to Alaska, and arrived at San Francisco from Karluk shortly before starting on her voyage to Victoria. She is commanded by Capt. Lindeberg.

The tug Hope, which left yesterday afternoon with Capt. Wyllie to take him to his ship, the Bankburn, returned about 10 o'clock last night, bringing back the captain, having failed to find his vessel, which was reported off San Juan during the afternoon. Capt. Wyllie believes that his crew have made sail on the ship and sailed her over to the Sound. The Bankburn was chartered by W. A. Ward to load salmon on the Fraser for Liverpool. The Benjamin F. Packard, the other unfortunate ship, which remained at anchor near the Dallas road last night, came here from Honolulu for orders. She is the largest vessel of the three being a ship of 2,019 tons.

Had the storm blown as severely from the southeast as it did from the southwest, it is believed that all three ships would have gone on the beach, as in the case of the four ships which ran ashore on Esquimalt spit during the heavy storm of 1883, when the ships Tiber, Tiger, Connaught, Southern Chief and a loaded ship encountered a heavy south a loaded ship encountered a heavy southeast gale as they lay in the Roads at anchor. The laden ship weathered the storm, but the four other craft dragged their anchors, and went on the Esquimalt spit and the shingle beach abreast the Royal Roads.

Of those ships, two were total wrecks, the Tiger, on which Capt. Newby, the well known local pilot, came to this port, and the Tiber. Both were finally burned after efforts to save them had failed. The other ships were floated. H. M. S. Mutine, which was on this station at the time, went out to render assistance to the ships, and the indignation of the master of the loaded ship, which weathered the storm, when asked if he wished assistance, forms the keynote of waterfront stories to this day.

ANXIETY FOR SHIPPING.

Uneasiness for Craft Known to Have Been in Path of Storm.

If the heavy gale of Christmas night covered such a wide area as that which caused so much disaster to shipping on the nights of December 3 and 4, it is feared that other wrecks will be reported. If the seas were lashed in fury by a gale blowing at the rate of over 70 miles an hour off the coast any shipping which encountered the storm would fare badly. Some apprehension is felt for the steam collier San Mateo, which passed out a few hours before the storm, laden with a heavy cargo of coal from Nanaimo. As the Matteawan suffered the fate of the Kewenau and Montserrat in that southeaster of December 3, there is some uneasiness for the San Mateo, which was also heavily loaded. Capt. Flatcher, the steamer's master is ashore suffering from la grippe and Capt. Ross took out the steamer. The steamer Wellington would also be in the path of the storm, having sailed on Christmas morning. The steamer Trader of this port left Ladysmith for Union shortly before the storm, and the Oscar of this city sailed from Ladysmith for Tacoma on the morning of Christmas day. The Walla Walla, which left the Outer wharf for San Francisco at 8 p. m. would encounter the storm near Cape Flattery, and would probably put into Neah Bay or Clallam Bay for shelter.

The steamer Majestic, which arrived from Seattle on time encountered the storm between Seattle and Port Townsend, but weathered it well. She rolled somewhat though and there was much fudisposition. On the steamer Mainlander though there was much alarm. The Seattle-Vancouver steamer put back to Port Townsend when she encountered the gale 30 miles out from Port Townsend. She was rolling from beam to beam, and as it was known that she was carrying a quantity of pig iron on her upper deck there was some scare as she heeled over so much. Many of the passengers secured life preservers. The Charmer did not leave here until 5 o'clock yesterday morning for Vancouver and it took her eight hours to make the trip, she being taken north to Cowichan Gap before an attempt was made to cross the Gulf. Even then she was considerably tossed about.

NARROWLY ESCAPED DEATH.

Adventure of Three Marines at Esquimalt During the Gale.

Three of the marines of H. M. S. Egeria had a narrow escape from death during the heavy storm of Christmas night. They were rowing to their ship in a small boat which put out from the Esquimalt marine railway wharf soon after the storm began, and the boat, unable to make headway in the heavy wind, was driven in towards the rocks near the wharf, abreast of the Naval hospital. The boat swept in amongst the surf breaking on the rocks there, and it seemed that it would be wrecked. Two of the sailors were swept from the boat and after a struggle managed to make a landing on the rocks, where they were rescued at about 2 a.m. in an exhausted condition. The other unfortunate had a narrower escape from death. He remained in the boat, and after it had been drifted about for some hours, was floated under the wharf of the Esquimalt marine railway, where the sailor made it fast to a pile. He was not found until the workmen started work in the marine railway yard at 8 a.m. yesterday, and then he was rescued from death with difficulty. Some planks were lifted from the wharf with crow-bars and the marine was hauled up from the boat in an unconscious condition, almost lifeless, and it was only by hard work that the rescuers managed to resuscitate him. All three men had a very narrow escape.

IN THE CITY.

Number of Buildings Damaged by the Storm of Christmas Night.

The buildings in the city received a severe test of strength during the height of the gale, and the weak parts were soon found. Large brick buildings and modest cottages which were exposed to the full force of the wind, swayed, windows rattled and in many cases skylights, chimneys and even the roofs themselves were carried away. The deck roof of the portion of the Five Sisters' block facing on Government street was torn completely off and the huge mass of tangled iron hung ominously over the interior court, which was plentifully strewn with fragments of lining paper. Mr. Cooley had a staff of men at work most of the day repairing the damage. Another large building which suffered was St. Andrews' R. C. cathedral, one of the smaller spires of which was torn off. The box factory on Erie street, James Bay, was blown completely over, and many other buildings in the vicinity of the Outer docks and the Dallas road were more or less damaged, the force of the storm being even greater here than in the city proper. Chimneys were blown off Smith's cracker bakery, the Cliff house and other places exposed to the wind. Coming into the city one of the large chimneys on Mr. W. J. Pendray's residence on Belleville street was blown down and the bricks cut a hole in the roof. Mr. Pendray's boat house also broke away from its moorings. The fence around St. James' church, and at hundreds of other places was blown down.

Sidewalks were even torn up, the long piece built across the cribwork on the Dallas road in front of Dr. Milne's residence being blown across the street, and the raised walk on Douglas street suffered a like fate. The telephone system was early put out of work, many 'phones ringing all night much to the annoyance of the subscribers. Workmen were sent out early in the morning and had everything to rights before evening. When the telegraph operators arrived at their desks in the morning they found that the wires were down in all directions, and the only outside point reached during the day was Nanaimo. The Western Union wire suffered so severely that it took the linemen until late in the evening to reach a point within four miles of the cable box at Albert Head. They will go over the balance of the line this morning. Mail advices from the Sound brought the information that matters were just as bad over there, the wires between Port Townsend and Seattle being down. Around Vancouver too the wires were not carrying the messages.

There was not much damage done along the lines of the E. & N. and V. & S. railways, leading to the opinion that the storm zone did not extend much further north, but came up the Straits and just crossed the Southern end of Vancouver island and continued along up to Vancouver, where it was as bad as in Victoria. Beacon Hill park received the full force of the wind and this morning found the pretty resort littered with the remains of once stately oak and fir trees. The lakes are filled with the tops of trees, one lying alongside the fountain, showing what a narrow escape that ornament had. Another fell against the cage containing the eagles and wrecked that, but the birds remained within, apparently realizing that they were safer within that shelter than at liberty. The flag staff on the brow of the hill had a decided list, but was held by the stanchions. Ald. Hall and the park keeper were out early arranging to have things straightened out.

Hundreds of windows were broken and the main streets were strewn with fragments of glass. Live wires spluttered, making it necessary for fire and policemen to be out to protect the lives of men and animals. In the districts the roads are strewn with fallen trees and a lot of work will have to be put on them before they will be passable.

Curate (highly delighted)—I've had a great compliment paid me today, sir. A member of the congregation asked to be allowed to see the manuscript of my sermon. Vicar—That's very gratifying. Who was it? Curate—(more pleased)—Oh, Johnson. You know Johnson, the inspector of nuisances?—Glasgow Evening Times.

It seems that the brigands have decided to put Miss Stone on the bargain counter.

HAWAIIANS DISAPPOINTED

President Roosevelt's Message Dampens the Hope of Employers of Chinese Labor.

Honolulu, Dec. 8.—President Roosevelt's first message is commented on here as very adverse to the sugar interests of Hawaii. The plain declaration against allowing more Chinese to come here was a disappointment to the planters, who were hoping that congress would provide a way for them to get more cheap labor. The President's statement that Hawaii ought to be a land of small farms, tilled by the owners thereof, rather than a territory of large estates, devoted to plantations worked by cheap labor, has revived a controversy that has been on here for some time, as to the desirability of getting more Chinese labor. It is generally conceded, however, that there is now no likelihood that any more such labor can come here.

The prospect of reciprocity with Cuba, possibly of annexation, and the prospect of free admission of sugar from this island and the Philippines, as well as Porto Rico, are also disappointing to Hawaii. In spite of these influences, however, sugar stocks here remain firm at the prices ruling recently, and there are no signs that the big commercial interests are jeopardized.

LETTERS TO THE EDITOR.

MR. MUSGRAVE EXPLAINS.

Sir,—Mr. Wolley, in his letter in your issue of today, finds fault with me for commenting on his Mongolian lecture without having been present at its delivery. My comments were based on your report, which I took to be a fairly correct one, seeing that Mr. Wolley allowed it to remain without contradiction. I am sorry that he thinks my letter to be "full of misstatements," also of "suggestions of motives." As to the former, whether they are or are not misstatements remains a matter of opinion. As to the latter it is not my habit to impute evil motives to those who may happen to differ with me in opinion. In the present case I distinctly accepted Mr. Wolley's disclaimer, and upon a reperusal of my letter, I fail to find a single suggestion of the mind imputed to me. If Mr. Wolly will point out the particular instance in which I have so transgressed I shall be happy to apologize to him for my inadvertency. I am also at a loss to discover the "libel" with which he charges me, or the attacks which he seems to think I have made upon his honesty. I regret very much that Mr. Wolley should find my letter to be "painfully offensive," as I can only assure him that I had not the smallest intention of making it so. As to the subject in question, I see no need for further discussion, as I could only repeat what I wrote before. Surely Mr. Wolly and I may continue to disagree in our opinions without offence on either side.

EDWARD MUSGRAVE.
Duncans, Dec. 23, 1901.

QUESTIONS FOR CANDIDATES.

Sir,—Without casting any slur on the integrity or ability of the gentlemen who are asking for our votes and influence in the press and by card, I think it would be as well if they laid down a definite programme to guide us on election day. It seems to me, sir, we have been voting a pig in a poke for a number of years. Why not vote money by-laws at the same time, instead of going to the bother and expense two or three months after? Sir, I should like to place before these gentlemen several questions, so that they can answer them before election day:

1. Are you in favor of a steel bridge at Point Ellice, or a part permanent way with two stone arches in centre? 2. Are you in favor of receiving $25,000 from the Electric Car company? 3. Are you in favor of subletting on municipal work? 4. Contract or day labor? 5. Are you in favor of the repeal or change in the vehicle tax special, 1901? 6. Are you in favor of the law being enforced relating to Chinese peddlers and others, so that they cannot evade paying proper licenses? 7. Are you in favor of the septic tank system, or present system? 8. Are you in favor of more efficient fire apparatus in the outlying portions of the city? 9. Are you in favor of the city owning the car services when the charter runs out? 10. Are you in favor of a strong appeal to the Dominion government to revive the grant of $1,000 towards the lepers on Darcy Island? Again, sir, the school trustees get in every year on a fluke. We do not know what they are going to do till afterwards. The High school was not an issue at the last election. Sir, being one of the crowd who votes and pays, I believe in the future prosperity of Victoria, which can only be built up by strictly business principles.

W. G. EDEN.

CENSORSHIP IN RUSSIA.

Entertaining Humors of a Very Ridiculous System.

("Ivan" in the New York Observer.)

The Russian censor is always fair game for the rest of Europe and for America. It is quite true that Russia is advancing in many directions. On many points the government is as enlightened as any government in the world. But the censor remains much as he was in the days of the first Nicholas. His rule is as arbitrary now as then and his ways are as ludicrous now as they were in the days when Gogol held him up to the ridicule and scorn of the civilized world.

Latterly I have heard some very good stories of the censor. A short time ago there was a comedy written by a well known St. Petersburg dramatist, in which two bucolic individuals have a conversation on the relative merits of horses of various breeds. They come to the conclusion that Mecklenburg horses are the best. This conversation was struck out by the censor. Why? Because there was a Mecklenburg princess married to one of the grand dukes, a lady of large bone and presence, and the censor was afraid that a theatrical audience in St. Petersburg would naturally think of this princess when the merits of Mecklenburg horses were under discussion. The dramatist pleaded for the detention of the conversation; he pointed out how far-fetched the censor's deductions were, but in vain.

In Warsaw, the capital of Russian Poland, the inhabitants use every means in their power to show their dislike of their Russian rulers. The Poles are irreconcilable and take care that the Russians know this. In society, among professional men, at the university and high schools, the Poles refuse to mix on equal terms with the Russians. Even in their amusements they keep apart as much as possible. There is a theatre in Warsaw generally patronized by Poles, and on this theatre the local censor keeps a watchful eye. Not long ago a Polish dramatist wrote a play in which there was a certain character called Medvedoff. Now "medved" is the Russian word for "bear," and Medvedoff is a very common name through the Czar's dominions. The dramatist, however, quite unthinkingly, as he declared, made Medvedoff rather a risky personage, shifty in character, shunning the light, a false-hearted man, but apparently a simple, pellucid sort of fellow. The play was in no sense political. It was, in fact, a somewhat unpleasant society piece, but the censor ruthlessly insisted that the name must be changed. "Everyone knows," he told the author, "that the Russian is represented by a bear, and the Poles would all see in the character of Medvedoff the Russian national character personified."

Rather a good story of the censor comes from the Crimea. The censor there was a poor man with a rather large family, and found it very difficult to make both ends meet. In the town in which he lived two weekly newspapers were published, one on Wednesday, the other on Sunday. He had always felt that he was cut out for a literary career and decided to send in contributions to these newspapers. The editors before printing were, of course, obliged to submit all their copy to him, and to obtain his imprimatur before going to press. One of the papers I shall call the Express and the other the Trumpet. The editor of the Express was an enterprising man, and published news and articles of a much more taking kind than his rival. So the censor, who was a man of resource, decided to send the Express news to the editor of the Trumpet. He managed matters in such a way that the Express, which was published on the Wednesday, always saw its best items published by the Trumpet on the preceding Sunday. The censor was delighted with his cleverness, and at the ease with which he could help maintain his family. But the Express man was also resourceful. He began to invent news, terrible news of burning villages, wholessle murders, gigantic cucumbers, and so on. He filled his manuscript columns with such taking items and quietly awaited the publication of the next number of the Trumpet. They all appeared in leaded type. But when the Express appeared these items were all absent, and instead there appared a fearful castigation of the Trumpet in an article which the censor had been oblized to pass. The matter made considerable stir, and came to the ears of the St. Petersburg authorities, who were not long in finding another situation for the censor.

There was a paper manufacturer in the Don Cossack region who advertised his wares largely in the local newspapers. He once advertised that the quality of his paper far surpassed that of the Austrian paper which was largely used throughout the district. The censor informed the editor of the paper which had been chosen as the advertising medium that he could not permit any reflections of this sort on Austria, which was a friendly power, and with whom Russia was living on terms of perfect amity. The editor explained that there was nothing political intended, but the censor was convinced he was right, and the advertisement had to be modefied. Of quite a different calibre was the censor in a provincial town in Central Russia. There was a big brewery there, and the brewer, who was a modest man, advertised that his beer was only surpassed by the best imported beers of Bavaria and Bohemia. The censor told the editor in this case that he would not permit any advertisement which called in question, even indirectly, the quality of Russian manufactures, and gave orders either for the suppression of the notice or for its alteration. He preferred, he said, to see a statement to the effect that the local beer far surpassed the products of Bohemia and Bavaria.

A characteristic story is told of the Georgian censor in Tiflis, the capital city of the Caucasian provinces. A young literary man wrote a learned monograph on Lord Bacon and his times, and sent it to the censor for his imprimatur. The censor saw nothing in the contents of the pamphlet to awaken his suspicion, but as he had never heard of Lord Bacon, he thought he would err on the safe side and report to St. Petersburg. After several months' delay he received a reply, begging him to send the book for inspection. He did so, and after another delay of three months the author was informed that the authorities in Tiflis and St. Petersburg saw no reason to withhold their imprimatur, but would like to see a preface added stating that the subject of the monograph was a man with whose political views the author had no sympathy, and that in writing about Bacon, he was actuated only by desire to elucidate a dark point in secular history.

Canada And Australia

Hon. W. H. Montague Gives His Impressions of the New Confederation.

Trade Relations With Canada Require to Be Carefully Cultivated.

Hon. W. H. Montague, M. D., formerly Dominion minister of agriculture, was among the passengers who arrived on the R. M. S. Aorangi after a tour through Australia. He left Canada 10 months ago and was present at the magnificent function on the occasion of the opening of the first parliament of federated Australia. He visited New South Wales, Queensland, Victoria, South Australia and West Australia, in fact, he made an extended tour of the continent.

In an interview given to a Colonist reporter on his arrival here, he said that the new tariff lately enforced by the Colonies would have an adverse effect on trade between Canada and Australia. Trade was growing between the two countries, but the new tariff would not encourage it, he was sorry to say. While in Australia, he had—unofficially—conferred with the premiers and presidents of chambers of commerce, and had suggested that a conference of premiers be held to discuss the furtherance of trade, which suggestion, he had since learned, had been adopted, as was evidenced by the recent steps towards such a procedure.

Dr. Montague said he found the people of Australia very favorable towards trade with Canada, and the government of this country should take up the question and do what they could to foster the idea. The best plan is to have a meeting of representatives of the two countries, and have a plain business talk, as it were. The people are all very friendly towards Canada, and, says Dr. Montague, will buy Canadian wheat, various lines of manufactures, machinery, fabrics, cottons, flours, boots, shoes, and other goods and there is no reason why a capital trade should not be worked up between the two countries. Canada could take hides, raw sugar, fruits in their season, wool, certain classes of hard timbers, etc. The Australians would also be large purchasers of British Columbia lumber if agents were appointed among them to work up the trade.

They are a very hospitable people, these Australians, and are now working out their scheme of confederation, following the lines of the Canadian confederation. In the matter of labor legislation they are very advanced, and recently New South Wales state legislature took an advanced step when Attorney-General Wise introduced a bill to have all parties to labor disputes compelled to submit them to arbitration. In Australia, too, the legislature places a minimum wage below which no employer can engage men. Another good step for the laborer is the old age pension whereby the state government grants pensions to all who have advanced beyond the age of 65 years, the pensions ranging from 7 shilling and 6 pence per week to 10 shillings.

The great question now disturbing Australians politically is the Pacific Island Laborer's bill, an act restricting the immigration of Kanakas. The settlement of this Kanaka labor question means a great deal to the sugar interests of Queensland, where no less than $30,000,000 are invested in sugar plantations, and all the labor on these plantations has been done by South Sea islanders. Under the new immigration bill the colored labor will be cut out, and the planters are offering serious objections and predicting the ruin of their industry. The government has tried to reimburse the sugar planters by giving enormous protection and bonuses to sugar grown on plantations employing only white labor, but it is hard to say what will be the outcome. This question and that of the tariff, against which there is much complaint, are the two questions now worrying Australians.

There is no Chinese immigration question in Australia, but in its stead the people of the antipodes have their ground for complaint against the cheap labor of the Hindus and Ceylonese, who arrive in large numbers from Ceylon, live cheaply and work for little or nothing.

The shipping facilities are great on the Australian coast, but, unlike the United States especially, and some other nations, Australians have placed no restrictions on their shipping trade, and even much of the coasting trade is done by foreigners. Some of the largest coasting lines sail under the United States flag. The South Sea island trade is not as great in Australia as it was, being seemingly on the decline.

The year to come promises to be a splendid one for the sheep farmer, the droughts which have prevailed for past years, were this year absent and the prospects are good. The Pacific cable was being looked forward to in Australia and Canada was favorably commented upon for its work toward that project. The cable will increase trade.

The C. P. R. has done much to further trade between Canada and Australia and to advance Canada in Australia. The misconception in regard to this country is fast passing away, and Dr. Montague addressed many chambers of commerce and other bodies giving information which aided in this direction. The people were much interested in the climate of Canada, and the fact of the immense yield of wheat in the North West this year has done much to unburden Australians of the belief that Canada is a land of snow and ice.

Victoria is unknown in Australia, and everything pertaining to British Columbia is connected with Vancouver, Australians, like other people, seemingly forming a misconception in regard to the capital and chief port of this province from the similarity between Vancouver and Vancouver island.

Dr. Montague was accompanied by Mrs. Montague and Dr. Oronhyatekha and wife, who have, with him, been working in the interests of the I. O. F. in Australia, and as many as 1,500 new members were initiated during their visit.

Dr. Montague spoke highly of the accommodation, cuisine and service of the Canadian-Australian liners, which vied with any other steamship line on which he had traveled, and he said that while in Australia he had interviewed the general manager of the company who had informed him that the company intended to place two new steamers on the route shortly and were willing also, if there was need, to place a freight line in operation between Australia and the East Coast of Canada.

FOREIGN NEWS NOTES.

Seventy Turks have been banished from Constantinople within the last ten days for hostility to the Sultan.

The Trans-Siberian railway will probably cost $500,000,000. Two-thirds of that sum has already been spent.

Conservative financiers estimate that the German Christmas trade has fallen off one-third owing to the economic crisis.

Chalmetti, chief of the Pasteur Institute at Lille, claims to have discovered a serum which is an antidote to the bite of the cobra.

A leading German trade journal is protesting against the proposed tariff increase from 200 to 300 per cent on imported live stock.

Jean de Reszke, it is stated, will introduce a steam-propelled dragon, which can leap, into the French version of "Siegfried."

The editor of the Pottsdammer Zeitung is to be prosecuted for publishing a report of the Kaiser's speech before it had been officially revised.

The Berlin police have seized the entire Christmas edition of Vorwaerts, the Social Democratic organ, for an article on "The Unemployed," which, they claim, incites to violence.

Over eighty persons, men and women, have been stabbed in Kiel, Germany, by some one who uses an instrument so sharp that those stabbed do not know that they have been wounded until some minutes after the attack, when the blood saturates the clothing.

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LAND REGISTRY ACT.

In the matter of an application for a Duplicate of the Certificate of Title to Lot Nine Hundred (900), Victoria City, and Subdivision Four (4) and Five (5) of Suburban Lot Forty-Three (43) Esquimalt District.

Notice is hereby given that it is my intention at the expiration of one month from the first publication hereof to issue a duplicate of the Certificate of Title to the above lands issued to Barnet Keesing, on the 9th day of January, 1863, and numbered 957a-b.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., 18th December, 1901.

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ADMINISTRATOR'S NOTICE

In the Supreme Court of British Columbia, in the matter of Thos. F. McDougall, deceased, and in the matter of the official administrators' act.

Notice is hereby given that under an order dated the 16th day of December, 1901, made by the Hon. Mr. Justice Walkem, I, the undersigned, was appointed Administrator of all and singular the goods, chattels and credits of above-named deceased. Parties having claims against the said estate are requested to forward particulars of same to me on or before the 16th day of January, 1902, and parties indebted to the said estate are required to pay such indebtedness to me forthwith.

WM. MONTEITH.
Official Administrator.
Dated 17th day of December, 1901.

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Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act authorizing and empowering the Canadian Pacific Railway Company, to own, hold, lease and operate other property outside the Dominion of Canada; amending its Charter in so far as relates to the qualification, status, powers and election of its Directors; authorizing a further issue of consolidated debenture stock for the purpose of aiding in the acquisition of steam vessels; increasing and extending the company's powers of dealing with its landed, mineral, timber, hotel and other properties; enabling the Company to manufacture or otherwise acquire and use electricity for motor and other purposes and to dispose of such surplus electricity; empowering the Company to improve its landed properties by means of irrigation and otherwise; to establish parks and pleasure resorts on its lands; to aid and facilitate in such manner as may be deemed advisable the settlement of the lands of the Company, and to assist settlers upon such lands, and generally for securing to the Company in connection with its lands, the powers of an Irrigation Land Company, and for other purposes.

Dated at Montreal this Sixteenth day of December, 1901.

By order of the Board.

C. DRINKWATER.
Secretary.

Mineral Act. (Form F.) Certificate of Improvements. Notice.

John Bull, Nawitka, Nawitka Fractional, Uncle Sam, of the Monitor group of mineral claims, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near Handy Creek, Alberni Canal.

Take notice that we, the Monitor Copper Mining Co., Free Miner's Certificate No. B54358, intend, sixty days from the date thereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this Thirtieth day of November, 1901.

MONITOR COPPER MINING CO., ment of the company.

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