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LION SINKS
MAINLANDER

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Correspondent.
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IN CAPTIVITY.

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The Statement Is a Falsehood

Colonel Prior Refutes Calumnies Published in Organ of the Liberal Machine.

Prospects of Conservative Victory are Bright—Meeting in North Ward.

A very successful meeting was held in the North Ward schoolhouse last evening in the interests of Colonel R. G. Prior, the Liberal-Conservative candidate for Victoria. The feature of the meeting was Colonel Prior's refutation of the accusations made against him by the organ of the local Liberal machine, and his manly speech was heartily applauded by those present.

Mr. W. H. Price was elected to the chair, and in opening the meeting reminded the audience that the election was close at hand and it behooved the electors to get to work and do all they could to secure the election of Colonel Prior. (Hear, hear.) He pointed out that at this juncture in the affairs of the province it was highly desirable that Victoria should return a strong man to Ottawa, and one who was well able to present the case for the province in the House of Commons, Colonel Prior, as they all knew, was a man who could, and would, do all that is possible to advance the interests of British Columbia. (Applause.)

Mr. Geo. Jay was then called upon to address the meeting, and was received with applause. Mr. Jay entered at once upon a consideration of the railway issue, and recounted the progress of the negotiations of the Grand Trunk railway leading up to the contract for the construction of the Grand Trunk Pacific, and showed from these that the intention of the company was to divert Canadian trade to its lines in the United States. At a meeting in London of the shareholders of the company, Sir Charles Rivers Wilson had urged as a reason why the company should acquire the Canada-Atlantic, a line running from Depot Harbor through Ottawa to the state of Vermont, that it had exceptional facilities for carrying grain. That might serve as a hint to the intentions of the company in regard to the destruction of the Northwest trade. Of course, that had been done some time ago, but he thought Sir Wilfrid Laurier should have insisted on safeguards in the contract which would have ensured the routing of all traffic on the Grand Trunk Pacific through Canadian territory to Canadian ports. (Hear, hear.) An amusing incident had occurred at a Liberal meeting in Esquimalt last Friday. Mr. John Jardine had presided at the meeting, and the speakers had been Mr. B. J. Perry and Mr. Perry Mills. According to the Times, when Mr. Ralph Smith arrived on the scene he remarked that he thought he was "in the company of angels." If it was a company of angels, commented Mr. Jay, he, for his part, would prefer to be found in the company of the Conservative party. (Hear, hear.) He hoped all present would vote for Colonel Prior and his esteemed leader, Mr. R. L. Borden. (Applause.)

Colonel Prior, who was received with applause, said that he was about to be nominated as the standard-bearer of the great Conservative party in Victoria. (Hear, hear.) The Conservatives had been defeated in 1896 on the strength of promises made by the Liberals which had never been carried out. It was, no doubt, fortunate for the country that the promised policy of free trade had not been instituted, for it it had been Canada would have been ruined. (Hear, hear.) The Liberals said that Canada had prospered because of their administration. It was true that Canada was prosperous, but so were the United States and so was Europe. An unexampled period of prosperity had been experienced in all those countries, but it was not due to Sir Wilfrid Laurier. The country was properous largely because the Liberals had broken their promises and had carried on the policy of protection initiated by the Conservatives. (Hear, hear.) But the Liberals had been half-hearted about protection and had neglected to utilize the system to encourage all Canadian industries and shut out the competition of United States manufacturers. Thus the lumber industry of British Columbia had been neglected notwithstanding the protests of British Columbia's representatives at Ottawa. The Liberals had increased taxation and increased the expenditure of the Dominion, squandering money in various directions. The Liberals had accused the Conservatives of carrying elections by improper means. There may have been abuses of that kind by members of the Conservative party and he would not defend them, but the criticism came badly from the Liberals, who had gone a great deal further in the art of unlawful electioneering than the worst of the Conservatives had ever dreamed of. The wholesale importation of United States citizens to vote in an Ontario election recently was one instance. A whole shipload brought over on the steamer Minnie M. (Laughter.) Another instance of bold corruption was the rewarding of J. B. Jackson, convicted of suborning to perjury in order to unseat a Conservative member, with a $3,000 a year government job in England. Colonel Prior read Sir Richard Cartwright's shameless defence of this man and Mr. Borden's condemnation from Hansard. He did not intend to say much about the Liberals' railway policy, but there was one point worth remembering in connection with the matter of corruption, namely, that Sir Wilfrid Laurier's scheme provided for a line parallel to the Intercolonial, which would ruin that line, but necessitate an expenditure of $50,000,000 in the province of Quebec. (Hear, hear.)

Colonel Prior then took up the subject of charges against himself recently published in the Times. He said in part: "If I am as bad as that paper says, I have no right to even shake hands with an honest man, and no right to champion any cause. (Laughter.) But I am not ashamed to stand before you. (Cheers.) I have made some mistakes in my life—and who has not?—but I have not done anything dishonorable or intentionally wrong. (Hear, hear.) The statement in the Times that I ever said I had been 'pulling the leg of the people of Victoria' is a deliberate falsehood. I never said anything of the kind. The Times says in another place that I was dismissed in ignomy from office by the Lieut.-Governor. Now, I'll tell you exactly what took place. The quotations for that Chimney Creek wire cable that were received in the Works Department were not tenders at all, but simply quotations which had been lying about the office for a month past. I looked at the letters and saw that no Victoria firm had quoted on the cable, and said to Mr. Gamble, 'Why do you not get a quotation from E. G. Prior & Co.?' Mr. Gamble sent the specifications to my firm, but I told them nothing about the quotations I had seen as the sworn evidence proved. The Lieut.-Governor stated in his letter of dismissal that the opinions I expressed in my evidence before the commission of enquiry were so incousistent with his understanding of the independence of the Parliament Act that he could not feel confidence in me as his adviser. But I did nothing wrong although I may have been foolish. (Hear, hear.) It is perfectly legitimate for a limited liability company to tender for government business although a partner of the principal partner is a member of the government.

In conclusion Colonel Prior said he hoped that the people of Victoria still had confidence in him. (Applause.) He believed that Mr. Borden would be returned to power and believed that he would be sent to Ottawa to support the Conservative leader. (Cheers.)

Mr. Bogle was the next speaker. He said that it would possibly interest the audience to know how the people of Montreal were betting on the result of the elections. Of course people here did not bet on elections (laughter), but in Montreal they were wicked enough to was in a position to know how the betting stood now and he had received a telegram in reply which he read. It was to the effect that the betting was now even and that it was expected that the odds shortly would be on the Conservatives. (Applause.) Mr. Bogle then proceeded to explain the railroad contract entered into by Sir Wilfrid Laurier and showed that this agreement was entirely in the interests of the company and was not calculated to develop Canadian trade, but to divert Canadian traffic to American ports. (Hear, hear.) The company would, by the terms of this agreement, acquire such a hold on the country that the railway could never become the property of the people. The scheme provided $42,000,000 worth of promoter's or watered stock, which would go to enrich Senator Cox and the other promoters and which would have to be bought up at a big premium before the government could acquire the most valuable portion of the system—the rolling stock, depots, etc. Sir Wilfrid Laurier's scheme would destroy the utility of the Intercolonial, which had cost the people of Canada $70,000,000 for the sake of a large expenditure in Northern Quebec and Ontario—a country that might contain resources and might not.

The fact of the matter was that the Liberals had no prinicple and no real policy; they were just opportunists of the deepest dye (applause). They hoped to carry through the railway contract by means of a colossal system of corruption throughout the province. The Grand Trunk Pacific was nothing but a scheme for the Yukonization of the whole of Canada, and some Conservatives had deserted the party in the hope of making something out of the business. But he had every hope that the Liberals and their schemings would be turned down; that Mr. Borden would be returned to power and the rascals put out. (Cheers.)

Mr. H. D. Helmcken said that after hearing Mr. Bogle's convincing argument against the railway policy there would be very few Conservatives who would not do their duty and vote for Col. Prior. He moved a vote of confidence in Col. Prior, pledging those present to exert every effort to secure his election. The motion was seconded by Mr. Mann and carried unanimously.

Admiral of Fishing Fleet Reports

Russians Should Have Bee Able to See That Boats Were Harmless.

Firing Wes Kept Up for Fifteen Minutes in Spite of Signals.

The report of Thomas Carr, "admiral" of the North Sea fishing fleet, dated "The North Sea, October 22nd," was received tonight as follows:

"We were fishing in latitude 55.18 north, and longitude 5 east the night of October 21st. At 11.30 p. m. a large fleet of men-of-war sprang up on our lee bow, the wind being about southeast. One squadron passed by our lee side. The remainder, consisting of four battleships steamed just across our head, throwing searchlights over our fleet. As soon as they got to windward they began firing on us, their projectiles flying all around and across our decks for a full quarter of an hour, some of the shots passing under our mainsails so unpleasantly near the men who were gutting fish in the pound that they cleared out down below, one shot passing right between them. I very much regret to say that others in the fleet were not so fortunate as us in escaping unhurt. The Crane was sunk, her skipper and third hand were killed and all the rest of the crew were wounded with the exception of the cook. The skipper of the Gull, who being hailed by the Crane, saying "we are sinking," hove up his gear, got out a boat and went to the rescue of the unfortunate survivors.

"The Moulmein, Mino and Snipe all had shots pass through them, the two former vessels being obliged to make sail homeward. I think two or three vessels did not board (report to) us in the morning, but that may be because the weather caused them to miss the fleet.

"I do not know whether they took us for Japanese or whether they were practicing to get their hands in. There must be a mistake somewhere. They ought to have known we were only inoffensive fishermen.

"I remain, your obediently,
(Signed) THOS. CARR, 'Admiral.'"

Speaking at Leamington today Colonial Secretary Lyttleton referred to the North Sea affair. He said he felt sure every one irrespective of party would agree that the government had done the right thing in having demanded not merely reparation, but that the reparation should be prompt. In referring to the character of the "outrage," Mr. Lyttleton said that even looking at it in the calmest and most possessed manner, it was impossible to view it other than as the result of murderous intention or of gross negligence. Having said that much, Mr. Lyttleton thought that every one should follow the example of the government and "hold themselves entirely courteous to Russia, giving them every credit for the ready disavowal and disapproval of the great monarch who presides over the Russian empire and disassociating many good people in Russia from any sympathy with such an outrage and thus contribute to international courtesy and peace."

The Russian ambassador did not call on Lord Lansdowne again today. He was engaged during the afternoon at the Russian embassy, where long cipher messages were received from St. Petersburg.

The admiralty is understood to be taking measures for the protection of the British trawlers in the Bay of Biscay. Besides notifying St. Petersburg of the presence of trawlers there, it is thought probable that a warship may be despatched from Gibraltar to watch over the fishermen.

NEWSPAPER REPORT QUOTED.

St. Petersburg, Oct. 28.—A paragraph printed in America and dated September 30th, reported the appearance of some Japanese at Aberdeen, who, the report said boarded in the offing a mysterious looking craft which resembled a torpedo boat and which was supposed to be waiting for the Russian squadron is reproduced here with great prominence. Prince Mestchersky, editor of the Grashdanin of St. Petersburg, however, demands an investigation which will fix definitely the responsibility and expresses the hope for the honor of Russia that Rojestvensky is not at fault, but if he is, he declares he must be punished.

HOW TO KEEP WELL.

The best efforts of the great physicians are now expending in finding how to keep people well and prevent serious disease. Dr. Chase's Nerve Food was prepared with this object in view. It is not only a cure for diseases of the nerves, but also a restorative to be used when vitality runs low and the weakened condition of

Forestry Work In The Dominion

Much Interesting Matter Outlined in Departmental Report Just Issued.

New View of the Wealth Possessed in Great Forested Areas.

The report of the superintendent of forestry, which forms part of the annual report of the department of the interior, has been issued and contains much interesting matter. In regard to the forested areas, the following statement by Mr. Stewart contains figures that will perhaps give a new view to many of the wealth possessed in this respect by the Dominion in its federal capacity as the administrator of the Dominion lands:

"It will be seen from the census of 1901 that an estimate is made of the area of forests and woodlands for each of the provinces, and also for the Territories. That of Manitoba and the Territories is placed at 722,578 square miles. Add to this 20,000 square miles of Dominion territory in the railway belt in British Columbia, and we have 742,578 square miles as the total on Dominion lands. Probably about one-fifth of this contains merchantable timber, or say 150,000 square miles, or 96,000,000 acres. After thus reducing the area, and remembering that in addition to the timber suitable for lumber a large part of it is covered with spruce valuable for pulpwood, it can scarcely be considered an extravagant estimate to place the merchantable timber, including pulpwood, at 2,000 feet board measure per acre, or in all 192,000,000,000 feet. We have thus arrived at a very rough approximation of the quantity of timber now fit for use on the lands owned and controlled by the Dominion.

At the lowest, the value of such timber standing in the tree may be put at $1 per 1,000 feet board measure; that would amount to $192,000,000. This represents what might be collected by the governments a royalty and forms but a small part of its value to the country as a whole. Much of the timber is growing on land unsuitable for agriculture, but where water-power is abundant and with the power thus at hand this country should be without a rival in the manufacture of the articles in which timber forms the chief ingredient.

It may be said that a very large percentage of this timber is not at present available, and that consequently its value is overestimated, but when we consider the great appreciation in the value of timber limits within the last ten or twenty years, and the scarcity of the world's supply for the future, it is almost certain that the enhanced value that will be obtained in the future for what is now inaccessible will more than pay compound interest on the present estimated value.

The above estimate takes no account of the younger growth. In considering the potentialities of our forest areas, their capability of affording a continuous crop should be kept clearly in view. Even under the discouraging condition prevailing in our lumber regions after logging operations have ceased, it will be found in most cases that another crop, either of the original or other varieties, is fast springing up, and in my calculation of the value of a timber territory, which is to remain permanently in forest, this growing crop should be taken into account.

Without going too minutely into this phase of the subject, I am of the opinion that if we confine our cutting of sawlogs to all trees above 12 inches at the butt, and pulpwood to say 7 inches, the annual increment of growth fit for use will be not less than 140 feet board measure to the acre, or an annual growth increment equaling 13,440,000,000 feet, which at the above rate of $1 per thousand stumpage would give a perpetual annual return equal to $13,440,000.

It may be said that in this latter calculation no account is taken of the decreased forestral area that will follow from the occupation of the land by settlers. This is true, but as the timber on Dominion lands is mostly confined, first to the northerly parts of the continent and beyond the fertile land; second, to the easterly slope of the Rocky mountains; and third, to the railway belt in British Columbia, it may be safely assumed that the liberal reduction made for untimbered land in arriving at these figures will fully counterbalance any reduction in the area named through its being cleared up and applied to agriculture.

When we consider all these facts, it must be apparent that from a financial standpoint alone the liberal expenditure of public money in guarding these forests from destruction is fully warranted. It is unnecessary to refer to the incalculable loss which Canada has already sustained by forest fires, while the excellent results that have followed the adoption of the fire ranging system wherever it has been in force are universally admitted.

The foregoing remarks refer to the financial aspect of the forestry question, but the intimate relation that forests bear to the water supply of a country is well known.

The history of Old World countries bears witness to the deplorable results that have followed the destruction of timber in the neighborhood of their water supply. Scarcely a single nation of either Europe or Asia has but cause to regret the results that have followed the denudation of timber on their mountain sides. In many cases what were once fertile valleys are now barren wastes, owing to the drying up of the country. There is perhaps not much difference in the precipitation, but owing to the destruction of the natural reservoirs at the sources of supply, the once perennial streams are now torrents for a short time in the spring, and then dry for the greater part of the year. The wells also fall, and a water famine is the result.

Important as this phase of the subject is to all parts of the country, it applies with the greatest force to the prairie regions of our Northwest, where the precipitation is so light as to render it to be supplemented in many cases by irrigation. It is not too much to say that the future of a large section of our fertile prairie country, and of that of southern Alberta and Assiniboia in particular, will be sadly disappointing if by any means the timber covering on the eastern slope of the Rocky mountains should be destroyed. A glance at the map will show a number of streams, such as the St. Mary's, Old Man, Sheep river, High river, the Elbow, the Bow, the Red Deer and others, with their numerous tributaries flowing into the South Saskatchewan, and all dependent on the precipitation on that watershed for their supply, and equally dependent on the forest with which it is covered to prevent a tumultuous run-off in the spring and early summer. Disastrous as have been some of the floods along these streams in recent years, they will be tenfold more destructive and frequent if by any means the forest covering along the foothills should be destroyed."

The tree-planting scheme shows great and encouraging development. We will refer to this more at length later, but for the present quote from the report of the assistant superintendent, Mr. Norman M. Ross, on results of a plantation ten years old at Indian Head. A plantation of one-third of an acre was set out in 1893, the trees being four feet by six feet apart and the number 895. The seedlings when planted were from two to three years old. From measurements made in 1903 it was found that 473 posts, six to seven feet long, could be cut out of this plantation, the diameter of the posts being in all cases over two inches at the top end. Cedar posts were then retailing at 18 cents each, so that an elm post might be valued at 10 cents. At the above rate 1,419 posts may be obtained from one acre, making $141.90 the present value per acre of the plantation. Sixteen dollars per acre would undoubtedly more than cover the labor, cost of seedlings and interest on money up to the present time. The cost of cutting the posts is not counted, as the tops suitable for fuel should pay for this. Thus a profit of $125.90 per acre after ten years could be obtained from such a plantation, or an average annual profit of $12.59.

MORE JAPANESE RESERVISTS.

Missoula, Mont., Oct. 28.—Japanese section hands on the Northern Pacific railway have received word for all members of the first reserve of the Japanese army, to return at once to Japan for military purposes.

PASSING THE DARDANELLES.

Russia About to Sound Powers As To Removal of Restrictions.

London, Oct. 26.—The Associated Press learns that while there is no foundation for the rumor which recently emanated from Constantinople that the Russian government is approaching the Sultan with the view of obtaining his consent to the passing of the Black sea fleet through the Dardanelles, Russia is actually taking steps to sound the other continental governments as to whether any objection will be raised by them in the event of a formal request being presented by Russia to the powers, jointly, for the removal of the international restrictions governing the passage of the Dardanelles. It is obvious that whatever be the replies of other governments to the Russian enquiries, it would not be possible at the present juncture of affairs in the far east for Great Britain to acquiesce in such an arrangement.

A LURID STORY.

German Fisherman Relates Strange Tale Russians Visitation.

Berlin, Oct. 28.—A despatch to the Lokal Anzeiger, dated Ceestemundle, October 27, says the fishing vessel Sonnetaga, which arrived here today, reported it had been fired upon for two and a half hours off Dogger Bank, but was not hit. The following is the story of Capt. Hachner of the Sonnetaga: "On October 21 we were in the Horn's reef fishing grounds, on the west coast of Jutland. In the forenoon five large Russian ships passed, and in the evening nine more. North of us was a large freight steamer. At 8:30 o'clock p. m. we were lighted by the reflector and immediately afterwards there fell the first shells in our neighborhood. The Russians fired up to 30 shots a minute in all directions. Afterwards, at 9:40, the freighter approached us, drawing the fire upon itself. In the light of the reflector we observed shells striking close to this steamer. We then observed another reflector southward and shells bursting near the ship which was firing on us. We remained unhurt. After 11 o'clock there were no further shells."

SHARPSHOOTERS AT WORK.

St. Petersburg, Oct. 24.—Emperor Nicholas has received the following despatch from General Kuropatkin dated October 23rd: "The night of October 22-23 passed quietly. At 9 o'clock this (Sunday) morning the whole of our volunteer sharpshooters harrassed the enemy, while the Japanese tried to attack our outposts, but were everywhere repulsed by the Russian fire.

ARMIES POSITIONS UNCHANGED

No Information as to Reason for Delay in Movements.

Gen. Oku's headquarters, Monday, October 24, via Fusan, Oct. 26.—The position of the opposing armies is unchanged.

Yesterday Russian cavalry drove back a Japanese outpost on the extreme left in turn retiring before a detachment of Japanese cavalry.

Desultory artillery fire continues daily and sniping goes on between the infantry in the trenches.

Information regarding the reason for the delay in making further movements is not obtainable.

Openly Accused Of Treachery

London Times Investigates the North Sea Outrage With Startling Results.

Theory of Mistake Does Not Look Probable in View of Facts.

London, Oct. 26.—A despatch from Hull to the Times says the correspondent as the result of his investigations is of the opinion that the attack on the British trawlers by the Russian Baltic squadron was a deliberate act, perpetrated with the knowledge of its character.

The correspondent argues that the fact that the first ships of the squadron steamed by disposes of the fiction that the Russian officers had an attack of nervousness, and then contends that ships manned by Finns could not have mistaken trawlers for anything but fishing boats.

"Besides," the correspondent says "such excuses as have been advanced on behalf of the Russians do not even allege ignorance. The suggestion is made of some mistake or a menacing movement by the trawlers. The firing was from more than one ship and was commanded and stopped by orders."

The correspondent minutely details the injuries inflicted upon the trawlers and asserts that "every shot was about 2½ inches in diameter at the point of entry, evidently bullets from machine guns, whilst the trawlers also were struck by bursting shells of which a skipper picked up fragments. The Moulmein had a hole aft fifteen inches long and eight inches wide at the point of entry, evidently made by a shell.

"It is wonderful that the Moulmein and the Mino escaped the fate of the Crane, for the Russian gunners made first-rate practice and must be complimented on their marksmanship. At the same time one cannot swallow the yarn that they were paralyzed by terror or that darkness prevented them from distinguishing the vessels they were firing at."

Finally, the correspondent contends: "The whole affair is compatible with the idea of a drunken commander yielding to the temptation of having a little fun among British fishermen, who were nothing more than peasants in the eyes of a well-born Russian, and according to the ideas of a Russian officer, especially one under the influence of vodka or champagne a few roubles would settle the killing of a few poor brutes of peasants."

OUTRAGE REPORTED.

German Government Informed of Firing on Fishing Smack.

Bremen, Oct. 28.—The port authorities have officially reported to the German government the firing on the German fishing vessel Sonnetag by Russian warships.

Berlin, Oct. 28.—The German government is not disposed to take up the case of the German fishing vessel Sonnetag, which was fired on October 21 off Horn's reef by the Russian warships, unless the owner asks for an indemnity. The foreign office, although without confirmation of the report, does not consider it improbable that the vessel was fired on, yet as no damage was done and no complaint has been lodged by her commander, Germany will avoid becoming involved in the Anglo-Russian controversy.

EARTHQUAKE IN KANSAS.

Kansas City, Mo., Oct. 28.—Specials report three distinct earthquake shocks at Meade and Dodge City, in southwestern Kansas. No damage was done.

MANAGER'S SUDDEN DEATH.

Sault Ste. Marie, Mich., Oct. 28.—Cornelius Shields, general manager of the Consolidated Lake Superior Corporation, died suddenly early today from heart failure.

Miowera Comes From Sydney

Canadian-Australian Liner Arrives Yesterday After a Pleasant Voyage.

Latest Shipping Intelligence of the Port, Coast and Ocean.

Yesterday afternoon the Canadian-Australian liner Miowera arrived at the outer wharf after a pleasant and uneventful trip from Sydney, N. S. W., and the way ports in the Pacific islands. Although the Miowera brought many passengers for this port and Vancouver, there was little news to be extracted from any of them.

One gentleman said that a great deal of commercial depression existed throughout Australasia owing to the somewhat uncertain feeling caused by the political situation. It is not known what the new government is going to do, and as a consequence business is not brisk. The recent irruption into active politics of the labor party was not reassuring, and business felt it all over Australia. Many people are leaving for Europe and America, a large proportion of them not intending to return.

This gentleman thought it would be some months yet before any appreciable difference could be noted for the better in commercial and industrial conditions in Australia.

The following is the official report of the Miowera's voyage from the antipodes:

The R. M. S. Miowera, Frank A. Hemming commander, left Sydney at 11 a. m. October 3, and experienced light N. E. winds and fine weather to arrival at Brisbane at 2 a.m. October 5. Left again at midnight same date and experienced moderate westerly winds, veering to S. E. and cloudy weather; passed Walpole island at 9 p. m. October 8; Mount Washington 10 a. m. October 10, and arrived Suva at 4:30 p. m. same date. Left Suva at 5 a. m. 11th inst., and anchored in Lauthala bay at 6 a. m. Left Lauthala at 4 p. m. same day, and experiencing fresh S. E. trades and rough sea up to the Harm islands, which were passed at 4 p. m. the following day; wind light and variable and weather showery. Passed Hull island at 8 p. m. October 13, and crossed the equator at 4 p. m. October 14 in latitude 170 degrees W., wind light easterly and weather fine; from 8 degrees N to 17 degrees N. latitude encountered fresh N. E. trades and rough seas; thence to arrival at Honolulu light winds and fine weather, which was reached at 6 a. m. October 19. Left Honolulu at 3 p. m. same day and experienced moderate to light S. E. winds and cloudy weather with moderate swell throughout the passage. Passed Cape Flattery at 9 a. m. October 26 and arrived at Victoria at 2 o'clock p. m.

Following were the passengers brought by the Miowera:

For Victoria—Mr. P. J. Morris, Miss I. Barr, Mr. G. Donoughue, Mr. A. Anderson, Mr. E. Radford, Mr. Hamilton, Mrs. Hamilton, Mr. J. M. Woods, Mrs. Claybourne, Miss Claybourne, Miss Aishart, Mr. Campbell, Mrs. Campbell and two children, Miss A. Campbell, Miss H. Campbell, Mr. W. G. Reid, Mr. W. Tenji, Mr. Kawachi, Mrs. Kawachi and child, Mr. T. Ogamasaki, Mr. N. Kobata, Mr. G. Hirao, Mr. T. Harukichi, Mr. G. Mangore, Mr. F. Kamijiri, Mr. Kinojo, Mr. and Mrs. J. Hikojiri, Mr. and Mrs. T. Tsukamoto, Mr. and Mrs. H. Wagata, Mr. Naomi, Mr. H. Tanigawa, Mr. M. Hori.

For Vancouver—Mr. and Mrs. R. Inman, Miss Inman, Lieut.-Col. and Mrs. Etheridge, Mrs. Arnsenault, Mr. and Mrs. Merryday, Mr. L. H. Merryday, Mr. H. Merryday, Master C. Merryday, Miss M. Merryday, Master H. Merryday, Mr. J. McEwan, Mrs. McEwan, Mrs. Fontanella, Miss Fontanella, Mrs. Rowley, Mr. R. Holburn, Mr. Livingstone, Mr. Atkinson, Mr. G. Fraser, Mr. and Mrs. Blagrave, Major Laffin, Mr. Nisbet, Miss L. Williams, Mr. and Mrs. H. Gilbert, Mr. Azar, Mrs. Tawell, Mr. T. Wingfield, Mr. and Mrs. Dethlefson and family, Mr. W. H. Grove, Mr. H. Higson, Master E. Foster, Master A. Foster, Mr. R. W. Richards, Mr. and Mrs. J. Ramage and two children, Miss M. Smith, Mr. J. Anderson, Mr. Corthorn, Mrs. Stewart, Mr. J. Thompson.

PRINCESS MAY RETURNS.

Yesterday the steamer Princess May arrived back in Victoria harbor from her regular trip to the Alaskan ports. She brought down a number of passengers for Vancouver, also a considerable quantity of freight. The winter dullness is setting in over the northern country, and in another fortnight things will have assumed their usual winter aspect.

LEELANAW ARRIVES.

Big Steamer Enters Harbor, Bringing a Cement Cargo.

Yesterday morning the steamer Leelanaw arrived in the inner harbor from San Francisco with about 900 tons of cement, to be used in the foundation work of the new C. P. R. hotel. James bay. The cement will be unloaded immediately, and the Leelanaw prepared to enter on her new work. She has, as has been published in the Colonist, been chartered by the Pacific Trading Company to carry and tow concentrates from Alaska to the Tacoma smelter, and enters on this work early next month. The Leelanaw will carry back on her northern trips full cargoes of coal from Ladysmith for the Neblack Copper Co., Prince of Wales island, and also for the White Pass and Yukon railway. The Leelanaw has a cargo capacity of about 3,000 tons. She is to be commanded under the new charter by Capt. Myers.

VALUABLE CARGO.

The Occidental and Oriental steamship Doric has arrived at San Francisco from the Orient, bringing 2,742 tons of cargo, the principal items being silks and teas, the value of the first being $1,800,000. The vessel also carried specie to the value of $500,000. This makes the Doric's cargo one of the most valuable landed here.

NOME'S GOLD OUTPUT.

Seattle, Wash., Oct. 26.—The steamship Senator has arrived from Nome with 439 passengers and $250,000 in gold dust. Passengers on the Senator say that a close estimate of the gold output for this season has been made, and that it is believed the total amount from Nome will be $3,000,000, including an estimate on the winter diggings, it is believed that the total year's output of gold dust will be in excess of $4,000,000.

SURVEY OF TOPEPA.

Decision of Inspectors Not Likely to Be Forthcoming Before End of Week.

The marine survey of the Alaska steamer City of Topeka will not be completed and a decision of the inspectors as to the cause of the mishap which sent her to the bottom of the bay while tied up between piers A and B will not be forthcoming until the close of the present week, says the Post-Intelligencer.

All the cargo of the vessel has been removed, but the survey is still in progress. So far since the removal of the freight the marine inspectors have not made a personal inspection of the vessel, but they will today or tomorrow. Their investigation to determine the cause of and place the responsibility for the disaster was commenced about two weeks ago.

With the conclusion of the survey and investigation, bids will be invited for the repairs to the Topeka. It is estimated that these cannot be completed, enabling her to go into commission again, much short of three months. The repairs, will involve the expenditure of many thousands of dollars.

GERMAN MERCHANT MARINE.

Steamers Increase in Number, Sailing Ships in Size.

The German Empire possesses 1,011 ships of an average capacity of over 1,000 tons each, against 976 ships of 1,000 tons at this time a year ago. Of these ships, 786 are steamers and 225 sailing vessels. The increase in number is in steamers. Today Germany has only ten fast steamers: four, the Furst Bismarck, Augusta Victoria, Columbia and Kaiserin Maria Teresa, have been sold to Russia. Of the foregoing, 38 steamers carried mails; the others are passenger and freight steamers. In regard to size, the Kaiser Wilhelm II. of the North German Lloyd, with its 20,000 tons, leads. There are two steamers now in course of construction from the Hamburg-American line which will be even larger than the Kaiser Wilhelm II. One of these, the America, is being built in Ireland, and the other, the Europa, in the shipyards of Stettin.

Of the number of ships in the Hamburg-American line there are 128 steamers. The North German Lloyd has 97 steamers; the Hansa, in Bremen, 42; the German Levant line, 30; the Wormann line, 29; the Hamburg-South American Steamship Company, 28; the Kosmos, 26; and the German-Australian Steamship Company, 25. There were 47 new steamers in course of construction in April, 1904. Of these, 13 were for the Hamburg-American line, 3 for the North German Lloyd, 6 for the Hansa and 7 for the firm of H. C. Hahn & Schleswig. In the matter of sailing vessels, it is noticeable that the number is not increasing, but that there is a tendency to increase their tonnage capacity. The largest sailing vessels are two five-masted ships belonging to a Hamburg firm. They have 5,081 and 4,026 tons capacity, respectively.

NAPHTHA SCHOONER LOST.

Hoquiam, Oct. 27.—Word has just been received here of the wreck of the naphtha schooner Albatross between Raft and Queets river. She was engaged in carrying freight between Grays harbor towns and the Queets country, and came here recently from Seattle. No lives were lost, and if good weather continues the boat may be saved.

To Develop B. C. Herring Fisheries

Expert Leaves Ottawa to Report on Extension of the Industry.

Mulock's Surplus Permits of Sop to Underpaid Post masters.

From Our Own Correspondent.

Ottawa, Oct. 25.—J. J. Cowie, an expert on herring fishing left Ottawa for British Columbia today to examine and report upon the advisability of establishing the herring industry on the Pacific coast according to Scotch methods. Experts of the department feel that the time has arrived when the herring of the Pacific waters should be utilized for food. Government experiments at Canso have demonstrated that the Canadian herrings cured according to Scotch methods are equal to any on the market.

Letters to postmasters throughout Canada get a pre-election sop in the shape of an increase in salary of $5 a year.

The department of public works has received five tenders for the construction of the proposed Victoria national museum, the cost of which is approximately $1,000,000. Each tender had to include a bank cheque for $75,000.

The department of marine is advised today of the arrival at Quebec of the new ice-breaker Champlain, which will endeavor to keep the channel open between River Ouelette and Murray bay all winter. The arrival of the vessel at this particular time is regarded as very significant.

A record brought back from Erebus by by A. P. Low, which was written in Danish and left there by the Danish polar expedition, says that the English government depot, at Erebus bay, at Beechy island, was a total wreck.

General Lake has arrived from England and taken the position of chief of staff.

Lieut. Morley of the Royal Engineers has been appointed professor of military engineering and musketry on the staff of the Royal Military College, Kingston.

HOW THE MONEY CIRCULATES.

Did you ever wonder when you get a dollar bill how many hands it has passed through since it was first issued? Bills are not very roughly handled, and yet they change hands so often that they soon get badly worn and discolored. Did you ever consider how many hands handle the money paid out in wages to the workmen in the factories of your town? A manufacturer in New York state marked the bank bills which he paid out to his workmen in wages and arranged with the banks to trace them for him. The banks found that on the average the wages of each workman passed through the hands of eleven different people in a few weeks. If the money had been followed about for a year the results would have been even more remarkable. Is it not better, then, to have the workmen who manufacture for us employed in Canadian factories instead of in factories of the United States and other foreign countries? The money paid out for goods "Made in Canada" is kept circulating in Canada; but the money paid out for goods made in the United States is kept circulating in the United States. The Borden policy of adequate protection will encourage Canadians to buy goods made in Canada by Canadian workmen.

KUROPATKIN'S REWARD.

St. Petersburg, Oct. 28.—The Official Messenger gazettes the appointment of General Kuropatkin to the command of the navy as well as the land forces in the Far East. The announcement is well received. The Russ calls it a well-earned reward and says that, though unexpected, it will be accepted with confidence in all quarters.

JAPANESE RECRUITS DEPART.

Ordered to Report for Military Duty at Tokio Immediately.

Steamer Telemachus of the Blue Funnel line called here last evening and took on 100 Japanese and 50 Chinese. About 60 of the Japanese came from the Sound, and all are reservists under summons to report at Tokio as soon as possible for military service. The men all appeared to be in high spirits and glad to be on the way home to help the fatherland in the struggle with Russia. The Telemachus was to sail for Yokohama this morning at an early hour.

LORD KITCHENER'S SCHEME.

Simla, Oct. 28.—An army order is on the point of being issued giving effect to Lord Kitchener's scheme of distribution of the Indian forces. This plan will enable a better training for war conditions and the result will be a greater concentration in the north and northwest provinces. Central and southern India will be by no means denuded of troops, but the post of lieutenant-general of the Madras army will be abolished.

In A Smother Of Dense Fog

Harbor and Straits Enveloped Last Night in an Impenetrable Haze.

Last News of Mercantile Marine on the Coast and the Ocean.

(From Friday's Daily.)

Last night will be remembered by local navigators as one marked by the worst fog in a long time. The smother lay most of the afternoon and evening, thickly over the harbor and adjacent strait, and was reported to extend far out toward Cape Flattery. Navigation was rendered thereby both difficult and dangerous, and the melancholy boaming of fog horns and sirens told of ships moving cautiously in the gloom. Occasionally the haze lightened a bit, but not for long, the fog descending again as thickly as ever. The Bo