Empress Of India From Orient

Pioneer Steamship of C. P. R. Fleet Encounters Wild Weather.

Behind Time for the First Time In Sixty Nine of Her Voyages.

(From Thursday's Daily.)

Twenty-four hours late the steamship Empress of India arrived yesterday afternoon from Yokohama, after a rough experience with the southeast hurricanes off the west coast of Vancouver island. The splendid ship had the wind dead ahead, and although steaming full speed could not make more than eight knots against the tremendous seas running and a wind traveling at a terrific pace. This sort of weather lasted for two days, all the way down to the entrance to the strait. The Chinese in the steerage were a pretty sick lot, and it is said that the crowd of 172 for the Minnesota ate nothing for three days. They certainly looked like it as they skipped down the gang plank at the outer wharf last evening.

With the exception of the stormy weather of the two last days of the voyage the Empress had nothing of interest to report. The most interesting circumstance about the trip is that it is the vessel's sixty-ninth voyage, and the only one in her history where she has failed to reach the outer wharf from Yokohama to the hour on a Tuesday morning. It is rather a record for sixty-nine voyages.

The Empress brought 2,473 tons of general freight amongst which was a large quantity of silks valued at many thousands of dollars. She had 339 steerage, 17 intermediate and the following saloon passengers:

Mr. F. S. Briggs, Mr. F. Bromley, Mr. Dainty, Mr. G. Ezawa, Mr. John M. Ferguson, Mr. Robert Fulton, Mr. L. G. Geddes, Mr. Hong Yong Moo, Mr. James Keys, Mrs. James Keys, Mr. Lee Dart Toy, Mr. R. H. Lock, Lieut. B. E. Morgan, Commander Watson and valet, Mr. W. J. Wright, Mr. T. Yoshii, F. Villiers.

The Empress proceeded at 8 o'clock last evening to Vancouver.

ARRIVAL OF YANGTSZE.

After lying all night at quarantine the China Mutual liner Yangtsze, 3,637 tons, Captain Lycett, arrived at the outer wharf early yesterday morning, bringing about 500 tons of general freight from the United Kingdom for Victoria consignees. The Yangtsze ran into some dirty weather when a couple of days out from Muroran, but sustained no damage of any kind. Owing to the fact that she had in her forward hold a 25 ton boiler, secured as well as possible in the circumstances, no chances were taken in putting the ship into the high sellers that were running. The boiler did not shift position during the hurricane.

It was pointed out by the officers of the Yangtsze that if such a thing as a 25-ton boiler were to get loose in the hold in a big sea, the consequences would be somewhat similar to the experiences of the big gun that slipped its cable aboard the ship as described by Victor Hugo.

The Yangtsze brought no passengers from the Orient, although she had one or two on the European side, and one who traveled from Port Said to Singapore.

The officers of the Yangtsze were eager to learn the news of the war, and in discussing the struggle at Port Arthur said that when they were there about fifteen months ago with a "rush" cargo of Welsh coal for the Russian government, the strength of the place, naturally, and as fortified by the Russians, struck them very forcibly. It was the unanimous opinion of the mess that no army on earth could ever carry those strongholds that bristled along the crests and ridges of the mountains around Port Arthur. Even then the work of fortifying the place was going on with unabated vigor, while provisions were pouring in from all quarters of the globe.

The supplies of coal even at that time at Port Arthur were enormous. Ammunition, guns, and other material of war came in by shipload and trainload. If the Russians did not exactly expect war with Japan or some other nation that might investigate Port Arthur, they were certainly taking no chances by leaving any of the fortifications uncompleted. The officers of the Yangtsze were greatly interested in the news that the Japanese had installed high angle fire mortars in order to rake the moorings of the war ships. When they were at Port Arthur this was considered to be one of the weak spots in the whole area, and the new attack developed by the Japanese by means of those powerful modern guns had proved that the Russian engineers thoroughly understood their business.

According to the Yangtsze's officers, judging from what they had been able to see of the forts and other defences, it would be impossible to carry Port Arthur by general assault. It would have to be a tedious wearing down process, which would mean the sacrifice of thousands of lives by the besiegers and tremendous labor. The idea of Port Arthur being carried by one of main is the officers of the Yangtsze say, absurd, owing to the configuration of the country and the magnificent defences erected by the Russian military engineers. No army could take it in that way, for the defences are so arranged that a handful of trained men can hold the positions against an army corps. That the Japanese had succeeded as well as they had was surprising to the officers, and, as they said, spoke volume for the patience and determination of the Mikado's commanders and men.

Speaking of the Baltic fleet, when the Yangtsze's officers were informed that the Japanese were fortifying the channels of the Pescadores islands they said that that practically settled the matter. In any case the Russians would be in no condition to manoeuvre their ships when they arrived after such a voyage, and they would not be allowed time to clean the bottoms of the accumulated barnacles and weeds at any port on the way. So that, even if they ever reached the Chinese waters they would be terribly handicapped as compared with the clean ships of the Japanese, which would issue from dry dock with their coppers shining and able to do the best knottage in them.

The Yangtsze's officers believed that the plan of the Japanese in attacking the Baltic fleet would be to use a couple of their cruisers as decoys and attempt to divert the Russians from the usual course, thus bringing them into early contact and conflict with the main body of the Japanese fleet concentrated at a convenient spot, probably behind some islands, when the destruction of the Russians, thus caught off their guard and probably in careless formation, would be certain.

No doubt is entertained in Japan that the ships of Admiral Togo will be able to destroy those of the coming Russian armada. Only, the Japanese never take any chances with anything or anybody. They always prepare even for what seems a dead certainty as it it were something in grave doubt. Consequently, when they strike the blows count. One officer of the Yangtsze said this seemed to be characteristic of the whole nation, for even the little five-foot Japanese that he had seen, when set upon by white men seemingly twice their size, never flinched, but went at their man as if it was a salaried job, and one that they rather liked. The same officer said that there is not a more awkward customer to handle in a catch-as-catch-can dispute in the streets or elsewhere than the stocky Jap. The Yangtsze will probably leave for Vancouver today.

STEAMER CUMBAL FOUNDERS.

Santiago de Chili, Dec. 7.—The British steamer Cumbal, carrying a crew of forty men, has foundered near the Straits of Magellan. She sailed from New York Oct. 27, for Valparaiso and other ports, in command of Capt. Barry. The Cumbal was a steel vessel of 4,250 tons gross, and was owned by the New York Pacific Steamship Company, Limited, of London. The crew was rescued.

PUGET SOUND SHIPPING.

Port Townsend, Dec. 6.—The American bark General Merchild, Capt. Melville, arrived in port last night in tow of the tug Sea Lion, after a voyage of 30 days from Lahaina. She will proceed to Winslow tonight to go on the dock there for a thorough overhauling, and after coming off will load a cargo of lumber from some Sound port for Sydney. The bark Louisiana, Capt. Peterson, also arrived during the night, 16 days out from Redondo. She is also to load lumber cargo and will probably proceed to her loading port shortly. The bark Edward May passed up today in tow of the tug Bahada, bound for Tacoma.

Port Townsend, Dec. 7.—The American schooner Bainbridge, Capt. Engelbretsen, arrived in port this morning from Port Blakeley to secure a crew. She has a cargo of about 750,000 feet of lumber for Suva, Fiji Islands, and expects to get away for sea tonight. The barkentine James Tuft also arrived in tow from Bellingham to secure a crew. She is also bound off shore, her destination being Sydney with lumber cargo.

Tacoma, Dec. 7.—The British bark Ar-

BRITISH COLUMBIA HERRING.

Expert Declares This Province Should Have One of the Greatest Industries.

The report of the Scottish herring curing expert, John J. Cowie, who recently visited Nanaimo by instruction of the federal minister of fisheries, is now in hands of the minister. It states that while the Nanaimo herring is considerably smaller than the Atlantic fish, it is of decidedly superior flavor, and should well repay exploitation.

Although the herring swarm in immense numbers on this coast, Mr. Cowie's visit was made too soon, the fishermen's harvest being toward the end of November and in early December. The examination of average specimen fish at Nanaimo with other investigations, are stated in the report to be sufficient to justify him in saying that one of the largest herring industries in the world can be developed on the Pacific coast.

"The fish," it is added, "do not appear to be quite as large as the Atlantic herring and contain more oil, hence the Scottish method of pickling in brine would have to be modified in handling the Pacific herring. Perhaps, indeed, the method of dry salting might be more suitable, and for fish so treated there is an immense demand in the Pacific market."

HELPLESS WITH SALT RHEUM

"For many months my wife was unable to serve herself with her hands because of salt rheum. Dr. Chase's Ointment has entirely cured her and we strongly recommend it to any who suffer from similar ailments, believing that it has no equal."—Mr. Ludger Duguay, Pigeon Hill, Missisquoi Co., Que.

ONE BOX OF DOAN'S KIDNEY PILLS CURED DROPSY.

Dropsy is not a disease in itself, as many people believe, but is an evidence of very severe kidney trouble. Dropsy is caused by watery particles oozing through the walls of the arteries when they are distended by unusual pressure, which can only be caused by obstructions in the kidneys. The symptoms of Dropsy are puffiness under the eyes, swelling of the feet and ankles, urine changed in character and appearance, smothering feeling from exertion or excitement. The only rational method of treating this disease is to reach the kidneys and restore them to a healthy condition.

The most successful remedy for this purpose is Doan's Kidney Pills. Read what Miss Agnes Creelman, Upper Smithville, N.S., says of them:—"I caught a cold, which settled in my kidneys, and turned to dropsy. My face, limbs, and feet became bloated, and if I pressed my finger on them it would make a white impression that would last fully a minute before the flesh regained its natural color. I was advised to try Doan's Kidney Pills, and found by their use that I was cured in a very short time. I have never had any trouble with it since.

Price 50 cents per box, or 3 for $1.25, at all dealers.

THE DOAN KIDNEY PILL CO., TORONTO, ONT.

Jos. Howe and Confederation

"R.W." in Old and New Montreal Gazette

In the chapter on "Howe and Confederation," Mr. Longley gives an account of Mr. Howe's leadership of the anti-confederate agitation. "The greatest of men have their weaknesses, and Howe," says Mr. Longley, "with all his intellectual power, was not devoid of personal vanity nor free from the corroding influence of a towering ambition." In 1860 his colleagues were made aware of his desire for an imperial post, but it was not until 1863 that an opportunity for gratifying it arose. Mr. Howe was appointed fishery commissioner in succession to Mr. Perley, who had died in Newfoundland. In the same year his party underwent a grave reverse—only 13 Liberals being returned in a House of 55, Howe being among the defeated. In 1864 Mr. Johnson, the Conservative leader, was created an equity judge, and Dr. Tupper assumed the control of the party. Soon after the new leader introduced a measure in favor of the union of the Maritime Provinces, at the same time asking the co-operation of the other provinces in a convention that should meet in Charlottetown, P. E. I. Although at that time Howe was no longer a member of the Nova Scotia legislature, it was reasonable to expect that he would be invited to take part in the meeting. Sir Charles Tupper had always maintained that he sent him a letter desiring his presence at Charlottetown, but, as no official record of his action could be found, an unhappy doubt existed on the subject in the minds of many. For that doubt there is no longer the slightest ground. Mr. Sydenham Howe, the late statesman's only surviving son, possesses the original correspondence, which Mr. Longley has done well to publish in full. It is not long, but there is a graciousness about the invitation, in spite of its formality, which is matched by the geniality of the answer. Mr. Howe's name had been duly submitted to His Excellency the Lieutenant-Governor, "as one of the delegates to the conference" of September 1, and he was asked if he could attend. Dr. Tupper's letter is dated August 16, 1864, and Mr. Howe's reply, written from H. M. S. Lily, bears the same date. He is "sorry for many reasons to be compelled to decline participation in the conference at Charlottetown." But the summer being advanced, his work would be so seriously deranged by the visit to Prince Edward Island that, without permission from the foreign office," he would scarcely be justified in consulting his own feelings at the expense of the public service." These words sufficiently indicate his favorable disposition towards the project. There is not a word that suggests or implies antagonism, and the closing sentence is even more significant that what went before it. "I shall be very happy to co-operate in carrying out any measure upon which the conference shall agree."

It will be remembered that, while agreement for the scheme of maritime union proved unattainable, the proposal to consider a larger scheme, put forward by Hon. John A. Macdonald and his associates, was accepted, and delegates from all the provinces (including Newfoundland), having met at Quebec, a scheme was adopted which, with certain modifications, ultimately was sanctioned by the legislatures of the Canadas, Nova Scotia and New Brunswick. Finally the British North America Act was passed, and on the 1st of July, 1867, the federal regime began in the four original provinces of the Dominion. But the goal and starting-point was not reached until some momentarily baffling obstructions had been overcome. Newfoundland refused to be won over, and, in spite of occasional agitations, has kept persistently aloof. Prince Edward Island held out against the plan, and did not enter the Dominion until 1873, when it extended from ocean to ocean. New Brunswick paused so deliberately and so long as to menace the success of the enterprise; and "all the ingenuity and skill of Dr. Tupper was essential to prevent a resolution hostile to it being passed in the Nova Scotia legislature in 1865." How far the presence of Mr. Howe at the Quebec conference and his co-operation with Dr. Tupper and the other Maritime delegates favorable to the scheme might have modified the course of adverse agitation, it is impossible with any assurance to assert. Mr. Longley lays stress on an interesting fact. "Party lines," he says, "for the first time in Nova Scotia began to be obliterated," and he gives examples of men of both sides combining to carry the great measure. Although, therefore, the strongest and most numerous supporters of the federal scheme held the convictions with which the names of Sir John Macdonald and Sir Charles Tupper have been identified, there was no reason in the world why Mr. Howe should not have given influence in support of a policy that had Mr. George Brown and Messrs. Archibald and McCully among its sponsors. In discussing his hero's dilemma, Mr. Longley is sadly outspoken—so, sadly outspoken, indeed, that we cannot help recalling that in his later years Mr. Howe held the Conservative faith. "Howe," he says, "saw a recent and not much beloved rival at the head of affairs in Nova Scotia, suddenly become a conspicuous figure in the moulding of a great measure of national and far-reaching import. His own political party had been annihilated in 1863. There were manifest tokens of popular hostility to confederation in Nova Scotia. What if these prejudices could be utilized for the destruction of Tupper and the high-flown scheme with which his name had become so conspicuously associated? When this had been accomplished, Mr. Howe might reflect, it would be easy for himself to re-open the matter and secure a measure of confederation which would more amply satisfy the interests of the Maritime Provinces." That such a temptation presented itself to Mr. Howe's mind Mr. Longley admits, but he does not agree with those who reproached Howe with being actuated by purely personal motives in his rejection, as later, in his acceptance, of the federal policy. Perhaps his best plea for the anti-confederate agitation is found in a letter that he wrote to the Hon. Isaac Buchanan (June 20, 1866). "I have no invincible objection to become a unionist," he said, "provided anybody will show me a scheme which does not sacrifice the interests of the Maritime Provinces. The Quebec scheme does sacrifice them completely." He calls it an outrage, an atrocious violation of rights. In reply to a reminder of his former views, he says: "Old opinions have nothing to do with this matter." He resists the scheme because it would sever away the institutions of the country without the consent of the people. His efforts to prevent the passage of the B. N. A. Act having failed, he took comfort from the fact that he and his supporters had made a gallant fight, and enjoyed not only the appreciation of his friends, but the acknowledgment of his foes. In his letter to Mr. Stairs he said that, during his stay in England, he had solicited no office, lest he might thus compromise the dignity of his mission. Mr. Longley cites a passage from a speech that he had heard Mr. Howe deliver during the "anti" campaign of 1867, at Bridgetown, in Annapolis county. "Aye," exclaimed the orator, "but think of the attractions of Ottawa! They may be very great, but I think I may be pardoned if I prefer an old city beside the Thames. London is large enough for me, and you will, no doubt, prefer London, with its magnificent proportions, to Ottawa, with its magnificent distances. * * * London! The commercial centre of the world! * * * London, where the lady we honor sits enthroned in the hearts of her subjects, and where the statesmen, the warriors, the orators, historians and poets who have illustrated the vigor of our race and the compass of our language, repose beneath piles so venerable we do not miss the cornice on the plaster. London where the archives of a nationality not created in a fortnight are preserved, where personal liberty is secured by the decision of free courts, and where legislative chambers, the most elevated in tone, control the national councils and guard the interests of the empire. Surely with such a capital as this we need not seek for another in the backwoods of Canada, and we may be pardoned if we prefer London under the dominion of John Bull to Ottawa under the dominions of Jack Frost!" This unflattering comparison discloses doubtless Mr. Howe's constancy to the ideal of imperial federation, of which he was, in a manner, a pioneer. But in the light of after events, when Mr. Howe and many of his fellow-provincials enjoyed their fill of Ottawa's best things, the passage reads queerly enough. On his return from England, where he had voiced in vain the repeal agitation, Mr. Howe was induced to meet Sir John Macdonald at Halifax. They discussed the situation, and subsequently the premier wrote Mr. Howe from Ottawa a letter containing the government's concessions. The correspondence was continued for two months. "From a political standpoint," writes Mr. Longley, "Sir John comes out distinctly best. * * * Howe's letters are scarcely free from some token of indiscretion." But in another interview Mr. Howe comes out best. He showed the premier's letter to Mr. Annand, who proposed to shelve it until after another delegation to England. Howe asked his friend what he would do if a second appeal to England proved unfavorable. "I will go in for annexation," was the reply. "In that case," rejoined Howe, "we should have to part, and we may as well part now as in six months' time." The outcome of the correspondence was that Mr. Howe and Mr. A. W. McLellan, M. P. (afterwards a member of several ministries), had an interview with Sir John Rose, at which "better terms" were proposed for Nova Scotia. On the 30th of January, 1869, Mr. Howe was sworn in as president of the privy council, and soon after he was elected for Hants, N. S., with a majority of 883—a triumph which, in the state of public feeling at the time, gave evidence of the profound trust of the people in his honesty and patriotism.

A NEW GAME.

Pit seems to be creating as much excitement in social circles as was caused a couple of years ago by Ping-Pong, and is likely to be long-lived, which Ping-Pong was not. It is a card game. Three can play it, but the more the merrier. Pit can be learned in two minutes, and is laughter, fun, and excitement from beginning to end. The pack contains suits of nine cards each, each suit representing either wheat, barley, oats, or other grain, and each differing in value from the others. The entire suit of wheat cards, for example, represents 100 points, and if you secure them all by "trading" or exchanging with some other player, you "corner" wheat and score 100 points. The game is for 500 points, and the cards are shuffled and re-dealt until some player has secured that number. Pit is more than a rival to Bridge, because it can be played by old and young alike.

FROM THE BRITISH COLONIST 1859.

Thursday, Dec. 8.

The beleaguered backwoodsman, who, when he found that he had no alternative but to fight a grizzly bear, prayed that the Lord might nerve him for the combat, resemble our Canadian cousins, inasmuch as he supplemented his prayer by a request that, whether Celestial aid should be granted or no, it might not be granted to his hairy and formidable opponent. "Whatever you do, don't assist the bear," is the fervid ejaculation of the good people, who complain rightly enough, that we spend every year an enormous sum of money in support of a line of mail steamers to divert the passenger traffic to New York, which would otherwise go to our own Canadian possessions. The Canadians, our subjects and fast friends, have linked their lakes by canals, have put fast steamers on their rivers, have tunneled their mountains, and bridged their valleys with railways, in order to obtain for themselves that great stream of immigration for which they say Canada and not the States is the proper and natural route; and what they complain of is, that the mother country is so unmotherly as to refuse to them the assistance she so liberally grants to strangers. Their prayer is a very humble one; they will undertake to fight their powerful antagonists without our aid, on the simple assurance that we won't assist the bear. Well, we must own that such an appeal from our own kith and kin, our loyal, staunch, fellow-subjects of Queen Victoria, is a forcible one, and that the necessity that exists for such an appeal is nothing to our credit. Canada subsidizes with her own money her own mail steamers, and we, as if acting in a spirit of opposition, not to say enmity, subsidize a rival line to New York. She raises money to pull the commerce of the Atlantic to her own ports, and we give still larger sums to aid in diverting it to the ports of the United States, and are the recognized backers and bottle-holders of the bear. This is not as it should be, and must, if continued, produce disaffection among people at present affected towards us. The people of Canada will say to each other: "See how the British take of our bread and give it to strangers; see how the flag of the Stars and Stripes is favored in comparison with the Old Red Flag that floats on our citadels." Pity that loyalty should be so unprofitable, and that the ready road to favor should be through rebellion. It is really time that we should assist the Canadians or give over voting large sums to their rivals. If we will not help the man we ought not to help the bear.

FORSWEAR UNCLE SAM, BUT COME BACK.

Corvallis Gazette.

Two foreigners appeared before County Clerk Moses Tuesday to become citizens of the United States. They are William Johnson, of Philomath, and Chris C. Johnson, of Alsea. These two gentlemen are natural-born American citizens, yet they have to be naturalized. A few years ago they went up into British Columbia and went into mining, but before they could die on a claim they had to become Canadian citizens, renouncing all allegiance to the sovereign rule of the United States. But they came back, and now they seek to cast off the yoke of King Edward.

Desmosthenes Ross, says the Toronto World, being asked what was the first great principle of political morality promptly replied:

"Office."

"The second?"

"Office."

"The third?"

"Office."

One of the speakers of the Toronto Liberal Convention blamed the Tories for the political corruption in the party in Ontario. He said they had set the example years ago, when they were in power in the Dominion. The Liberals were tempted and fell. This prompted an Eastern exchange to remark that there must be a good deal of old Adam in the Liberal party.

DEMANDS FOR AID TO ROJESTVENSKY

Proposal to Immediately Despatch Every Available Ship in Baltic.

St. Petersburg, Dec. 7.—Considerable circumstantial evidence exists showing that the agitation for the despatch of the third squadron, comprising the Black Sea fleet, to the Far East, is inspired by Admiral Alexieff, and is in the nature of a campaign against the foreign office and admiralty. The demand for the reinforcement of Vice Admiral Rojestvensky's squadron by the immediate despatch of all the available ships still in the Baltic is, however, growing stronger daily.

M. Ginzberg, who was prominently connected with Port Arthur as a navy contractor, in an interview declares he was in Japan buying up supplies of coal and other stores for Port Arthur, when suddenly, several months before the opening of hostilities, the Japanese firms refused to supply him, declaring that war would break out.

M. Ginzberg said M. Katsura, a brother of the Japanese prime minister, enabled him to fulfil his contracts by secretly selling him 120,000 tons of coal from his own collieries.

Mr. John Houston, M. P. P., Nelson, is a candidate for the mayoralty there. Dr. Rose is his opponent. Houston has a platform which includes the furnishing of cheap water and electric power for the encouragement of manufacturers, and the putting a stop to professional gamblers, "without interfering with the reasonable rights of individuals."

Ontario Legislature, where he was conspicuous in debate, as he was afterwards in the House of Commons, in which he has served two terms. Should the Liberal-Conservatives be victorious Mr. Clancy will have a seat in the Cabinet. He is one of the ablest of Ontario parliamentarians.

The Daily Ontario says that "considering the size of Sir Wilfrid's majority it is quite natural that there should be one bad Lott amongst so many Liberals." Or some might, with less generosity, say that he was the worst of a bad lot.

"LAND REGISTRY ACT."

IN THE MATTER of an application for a duplicate of the Certificate of Title to Section fifty-two (52), Victoria 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 James Tod on the 29th day of January, 1864.

S. Y. WOOTTON, Registrar-General.

Land Registry Office, Victoria, B. C., 7th November, 1904.

TO CURE STIFF NECK

When the cords of the neck become stiff and sore, nothing brings such instant relief as Nerviline. Every drop is just full of pain destroying power. Its action is almost magical. Nerviline penetrates through the pores of the skin, removes the stiffness on one application. "My neck was so stiff I couldn't turn it a quarter of an inch," writes Fred T. Baldwin, of Portsmouth. "I had it rubbed with Nerviline a few times and all the soreness and stiffness disappeared. I don't know another liniment you can depend on like Nerviline; it's splendid for colds, lameness. For fifty years Polson's Nerviline has been "the" liniment of Canada. Sold everywhere in large 25c. bottles.

MOTHER OF THE CZAR.

London Truth.

The present Empress of Russia seems not to have fallen under clerical influence, and to be what would be called liberal in Russia. But the Empress' mother is clerical and anti-liberal. She is the ally of the priests and those statesmen who are the most reactionary. It has been largely due to her influence that Alexieff has kept his place as viceroy of Manchuria. The reigning Empress has never supported him nor any of the retrograde measures of the Russian ministers. It is surprising that the Russians should allow a foreign widow to meddle in their affairs because she was the wife of an Emperor who is dead, but I suppose that it is rendered possible by these ladies professing in religion to be more Russian than the Russians. Were I a Russian emperor, I should, I hope, treat my mother with affection and respect, but she would have as little political influence as the wife of Frederick the Great in Prussia during his reign.

FEARS JAP SHINGLE MAKERS.

Centralia Chronicle.

The Japanese have just purchased a shingle mill on the Sound, and have given out that statement that their ultimate intention is to get control of the shingle business of this state. Their mode of procedure will be to put in half green hands, and after the men have become competent to run a mill, another plant will be purchased and the same operation repeated. This will soon become geometrical progression, and if the scheme is carried out, it will be only a question of a few years, a very few in fact, until the entire shingle industry of the Northwest will be in the hands of the little yellow men. This may look impossible, as Americans do not wish to dispose of their business, but if they are in competition with a race that can live on half as much profit, it will be a necessity to find some other line of business. Besides this, the Japs are clannish, and will hold together through all kinds of emergencies, and unless steps are immediately taken to prevent this catastrophe, the opportunity will have passed, and the great industry of this Northwest section will have passed into foreigners' hands.

CURED KIDNEY DISEASE

Mrs. Fred. Hills, Walton St., Port Hope, Ont., states: "I was troubled for some time with kidney disease, and though I tried a great many different medicines I never succeeded in obtaining relief until I began the use of Dr. Chase's Kidney-Liver Pills. By the regular use of this preparation for a time I was completely cured of kidney disease.

Fred Villiers War Artist

(Continued From Page One.)

only one of the items on the programme. The Japanese were finding the range of those vessels all the time until they had it mathematically exact, and could then drop their big mortar shells directly upon the decks of the doomed vessels, no matter whether they remained at the old anchorage, or shifted for shelter to the shadow of Golden hill. Not one of them will escape. The Russians will probably not have a chance to get out of vessels themselves. The Japanese have just commenced the destruction of the Port Arthur fleet from their high angle batteries, and they will not cease from their efforts until the inner harbor of Port Arthur is clear of warships.

The heavy gun fire of the Japanese batteries is directed with a most admirable precision. The whole of Port Arthur is divided into small squares, and battery after battery shells those squares in rotation day and often night. There is no part of the place that cannot now be reached at will by the heavier Jaapnese ordnance. Like the movement of a glacier is the advance of the Japanese lines toward the doomed town. Positions won are never relinquished. On very rare occasions the defenders have made desperate sorties and recaptured positions on which the Japanese had begun to erect new batteries. But the upshot of the renewal of fighting always has been that the Japanese held the position. Every height captured is crowned as quickly as possible with batteries of heavy siege guns, and as soon as the concrete has firmed enough for practice the guns open with a deafening roar, and this thunder does not cease until a position farther on is taken, when the guns are, with enormous labor, moved forward and mounted on concrete emplacements. So, like the tightening folds of a huge python round a hapless victim, the squeezing of Port Arthur is going on.

Touching on the management of the Japanese camps around Port Arthur Mr. Villiers said the method, order, regularity, neatness and cleanliness were matchless, far exceeding anything of the kind he had ever in all his sixteen campaigns beheld. Everything in a Japanese camp moves as if it were part of a machine, and as if every man had the mind of a chartered accountant, the man usually supposed to typify the acme of good order. Wonderful things are being done by the Japanese surgeons and nurses; the photographic record of casualties is the most wonderful thing the world ever saw. The commissariat department could not be better operated were it at an exhibition in Tokio. Clockwork is the best word to describe those camps of the Japanese.

Mr. Villiers, while according to the Japanese soldier all the best qualities that a soldier can have, lays special stress on the fact that the ordinary Japanese is so amenable to discipline. He can be trained to anything, and once he has learned his lesson he is equipped to go through fire without a lapse, even if that going lead up to the cannon's mouth or on to the serried bayonets of the Russian battalions.

Mr. Villiers says that calculating the progess of the Japanese at the rate at which they have advanced in the past two months the fall of Port Arthur cannot be many weeks distant. But, as he points out, it is hard to make calculations where the resistance is so wonderful, and the difficulties confronting the assailants are increasing at such a terrible ratio. The nearer the citadel, which may be taken to be Golden Hill, with its splendid equipment of guns, large and small, its marvelous system of defences in the shape of trenches, mines, counterworks, barbed wire and hidden traps, the more difficult becomes the task of the besiegers.

Mr. Viliers is in agreement with Mr. Richard Barry in declaring that the final tragedy at Port Arthur will not be sullied with anything like a massacre. Many men may be killed in the grand debacle which is sure to take place at the last assault when the Russians set their backs to the wall and give blow for blow without attempt to ask for mercy, for men will slay in the heat of fight when they might spare. But just as surely as the Japanese bugles sing truce to the carnage, cease firing, and fall in for the roll call, just so surely will the gallant Japanese stay his hand from the slaughter and obey by instinct. It is this discipline that makes the Japanese soldier so formidable.

Mr. Villiers was present at the taking of Port Arthur ten years ago, when the Chinese made a feeble effort to maintain their ground and were swept out of the works by the surging sea of Japanese linesmen, who topped the crests like a billow and carried all before them with a roaring "Banzai!" that could be heard for miles. A different foe occupies the same ground now. Mr. Villiers was of the opinion that fuel was very scarce in Port Arthur now, nothwithstanding the vast stores of coal placed there during 1903. The inclemency of the weather was adding seriously to the hardships of the garrison, and he believed that when the place was reduced disclosures would be made that would make the world stand aghast in horror at the sufferings and the sacrifices of that wonderful band, who are so nobly sustaining the reputation of the Slav for heroism.

Steel Dry Dock For Vancouver

Promoter of Proposed Floating Dock Returns From a Visit to England.

Sad Accident Results in the Instantaneous Death of Hunter.

From Our Own Correspondent.

Vancouver, Dec. 7.—N. Thompson, of N. Thompson & Co., has returned from England, where he has been arranging for the construction of a big steel drydock for Vancouver. It is now being built by Swan & Hunter, of Newcastle. The first section, 276 feet in length and capable of lifting 500 tons, will be in Vancouver by the end of 1905. The entire dock will be 510 feet in length, the second section being 234 feet long.

Mr. Thompson also announced that it was likely an English firm would establish a steel-making plant here, he having acquired the rights of a patent process of steel-making. Capitalists will come from England shortly to look over the situation here.

The city was shocked to hear yesterday of the fatal termination of a sad accident which happened to Mrs. Pugh, wife of Mr. S. G. Pugh, on Monday last. Mrs. Pugh was burning some rubbish in the yard, when her dress caught fire, and before the flames could be extinguished by the assistance of her daughter and a man who was passing at the time of the accident, severe burns had been inflicted, from which Mrs. Pugh died.

The British Columbia branch of the Canadian Manufacturers' Association today passed a resolution endorsing the petition of the lumbermen for the imposition of a duty on American lumber.

Word has just been received that Charles Wise was accidentally shot and killed by a companion named Leo Royds on Sunday afternoon, while hunting at the head of Jervis inlet. The two young men were climbing up a mountain side, Royds being in the rear. Royds slipped, and to save himself, stuck the butt of his gun in the earth. The shock caused it to explode, the bullet entering Wise's back and coming out at the breast. Death was instantaneous. Deceased leaves a widowed mother in Toronto, where he served his apprenticeship as an electrical engineer.

LOST HIS VOICE

A Case Which Proves How Deadly a Disease Is Catarrh.

After reading the following experience, it will be easy to see why every person with the catarrh taint should use Catarrhozone:

Mr. J. H. Wood, of Point Rock, Oneida Co., N. Y.: "I had a very bad attack of catarrh that settled in my forehead, and the pain over my eyes was often so intense I thought my head would burst. Suddenly the catarrh got worse and my voice grew very hoarse. I coughed almost every night and through the winter I simply couldn't speak. My voice was gone. I tried a couple of doctors, but they didn't help me at all. I gave them up and the next doctor ordered "Catarrhozone." It it here too. My doctor says he doesn't know anything so good for Catarrh and throat troubles as Catarrhozone." Sold by all dealers.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office.

Nov. 30 to Dec. 6, 1904.

The controlling factor in weather conditions west of the Rockies during the past week has been the important high barometer area which developed on the 1st instant and has since maintained its position over the North Pacific States, and has caused the pleasant though somewhat colder weather which has prevailed during the major portion of the week. Storm areas which appeared on the Vancouver Island coast have been forced eastward through the upper districts of the province and have passed across the Rockies into the Canadian Northwest. Moderate to heavy rainfall occurred on our coast during the passage of these storms in the first part of the week, and moderate gales have prevailed at the entrance to the Straits of Fuca, though in the inland waters the wind force has been only light to moderate. On the upper Mainland there has been hardly any precipitation and only a trace of snowfall at Barkerville. Two or three heavy white frosts occurred on the lower lands, but further north the temperture fell to 24 at Kamloops and 10 at Barkerville. In the Pacific States heavy frosts have been very general, with only occasional precipitation.

At Dawson there was about 5 inches of snow on the ground at the end of November, the weather has been fair and cold, with temperatures down to 20 below zero. In Manitoba and the Territories the pressure was high during the early part of the week, but gradually gave way on the advance of the storm areas from British Columbia. A cold wave lasted for some days, the mercury falling to 38 below zero at Prince Albert, but towards the close of the week the cold greatly moderated. Strong winds and gales accompanied the passage of the storm area, but precipitation has been light with only occasional falls of snow.

At Victoria there were 8 hours and 32 minutes of bright sunshine registered; the maximum temperature was 53.1, on the 29th; the lowest, 37.8, on the 5th; rain, 0.54 inch.

At New Westminster—Highest temperature, 50, on the 30th; lowest, 30, on the 3rd and 5th; rain, 0.99 inch.

At Kamloops—Highest temperature, 50, on the 30th; lowest, 24 on the 3rd and 5th; no rainfall.

At Barkerville—Highest temperature, 38, on the 30th; lowest, 10, on the 3rd; precipitation, 0.06 inch, with only a trace of snow.

At Port Simpson—Highest temperature, 50, on the 6th; lowest, 34, on the 5th; rain, 0.92 inch.

At Dawson—Highest temperature, 22, on the 3rd; lowest, 20 below zero, on the 1st; no rain.

Weary Shop Girls Pale, Tired Women

YOU FEEL "DRAGGY," LIFELESS NERVOUS, NEVER RESTED.

Ferrozone

WILL MAKE YOU FEEL LIKE NEW—IT VITALIZES, TONES AND STRENGTHENS.

The best medicine for restoring vernity and strength is Ferrozone.

The time to take Ferrozone is when you first feel tired, and when appetite fails, when nerves get irritated.

Its record is marvelous—it makes you feel strong and sturdy, brings health that outlasts old age. Mrs. Mary Melong, of Harbor Bouche, Nova Scotia, writes:

"Ferrozone built me up.

"Before using it I scarcely knew what good health meant.

"I was just as miserable and weak as any woman could be.

"Tired from morning till night, bothered by trifles, unceasingly nervous.

"The first box of Ferrozone improved my blood, gave me appetite. In a short time I was like a new person. Now I rejoice in abundant good health."

Get Ferrozone. It will make an unexpected improvement in your looks, your feeling, your health. 50c. per box, or six for $2.50. By mail from N. C. Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

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VOL. XLVII., NO. 18.

All Eyes On Chadwick

Copy of Trust Agreement Between Andrew Carnegie and Notorious Woman.

Some Important Papers Just Handed to Cleveland Court Officials.

Preparing Evidence to Be Presented to the Federal Grand Jury.

Cleveland, O., Dec. 10.—Receiver Herbert W. Bell, appointed by Judge Babcock in Common Pleas court today, obtained from Ira Reynolds all of the Chadwick papers in his possession. Among these papers found today in the package of so-called securities left with Ira Reynolds by Mrs. Chadwick, was what purported to be a copy of a trust agreement between Andrew Carnegie and Mrs. Chadwick. The documents reads as follows:

"Know all Men by These Presents, that I, Andrew Carnegie, of New York city, do hereby acknowledge that I hold in trust for Mrs. Cassie L. Chadwick, wife of Dr. Leroy S. Chadwick, of 1824 Euclid avenue, city of Cleveland, county of Cuyahoga, and state of Ohio, property assigned to me for said Cassie L. Chadwick by her uncle, Frederick R. Mason, in his life time (now deceased), which property as follows, appraised value ten million, two hundred and fifteen thousand dollars ($10,246,000), consisting of 2,500 shares of Great Western railway stock of England and Wales, valued at $2,100,000; 1,800 shares of Caledonian railway stock of Scotland, valued at $1,1[illegible] and bonds of the United States Steel Company, of New Jersey, bearing 5 per cent. interest of the par value of seven million dollars ($7,000,000).

income from above described property I agree to pay over to said Cassie L. Chadwick semi-annually, between the first and fifteenth days of June and December of each year during the life of this trust, without any deduction of, or charges for, services or expenses of any kind; this trust to be and remain in full force until August 30th, 1902. In case of the death of said Andrew Carnegie, said trust to terminate imm