Gardner Canal As a Terminus

Prominent Eastern Critic Urges It as Pacific End of Grand Trunk.

Presents An Argument Special Interest to People of This Province.

On Thursday of last week the Colonist's Ottawa correspondent wired brief mention of an important letter from the pen of one of the leading civil engineers of the Dominion which had just appeared in the Ottawa Journal, in which the writer argued that a point on Gardner Canal should be made the terminus of the Grand Trunk railway. A copy of the Journal containing the letter reached the Colonist last evening. The letter is as follows:

Editor Journal—As a good deal has been said lately pro and con, about the Grand Trunk Pacific, I ask you to kindly permit one who has watched, and listened for some time, to make a remark or two; not that he expects to illumine the question very much. Oh, dear no! for we all remember the old adage, "None are so blind," etc., etc. Respecting the country between Quebec and Winnipeg, over which the road is projected, it may positively be asserted very little of practical value is known. A few Canadian officials have passed over the country between Ottawa river water system and James, or Hudson Bay, but their observations were necessarily limited to the valley or valleys of the streams they navigated on their way, and it is a well known fact that the immediate valley of a stream is drier, more temperate, and fertile than the uplands on the water sheds. The routes thus so far traversed might be counted on the fingers of one hand; which in a distance of 1,200 miles (the distance in an air line from Quebec to Winnipeg), is very meagre information. Assuming the same percentage of increase for curves, etc., we have between Winnipeg and Calgary (a very moderate assumption surely), we find there an air line of 740 miles, and a rail line of 840; an increase of nearly 13½ per cent, which makes our 1,200 run up to 1,360, and we may safely, I think, call it 1,400, about which we at present know next to nothing. Our knowledge can no doubt be extended in time, but as that knowledge should be obtained during summer to be of solid advantage for road building, and country building too, the time is very materially increased.

FROM EDMONTON TO PACIFIC.

This has all in one way or another been said before; so let us assume if you will, that this part of the road is definitely located in the best possible interests of the country, and we will turn our attention to the route between Edmonton and the Pacific. There are two possible routes.

The one I have seen it projected on maps, it goes from Edmonton northwestward to Peace River Crossing, a short distance below the mouth of Smoky river. This distance in a straight line is 240 miles, which with the same percentage of increase for curves, etc., allowed before, makes 273. On the north side of the river from the Crossing to Dunvegan, a distance of about 60 miles, reliable reports tell us of a bit of beautifully park-like country, of prairie, and woodland mixed in about equal parts, in which the soil is said to be unequalled. This strip is reported as be about 12 miles in depth, then merging into the northern forest, which continues to the Arctic Ocean. From Dunvegan westward up the river the same northern forest skirts the valley, with a patch of prairie; as at St. John, here and there. The prairie area along the north side of the river thus aggregates less than 1,000 square miles. South of the river in the vicinity of Dunvegan are several patches of prairie, and open forest that would aggregate probably 500 square miles.

Peace River valley from bank to bank is probably not less than two miles wide at any part, and seldom much more. It is from 600 to 800 feet deep, and the river averages about 600 yards in width. The slopes are generally very steep, and much cut by ravines, thus constituting a serious obstacle to railroad crossing. However, the road could keep on the south side, but it close to Peace river would find serious crossing at Smoky river, which is deep and nearly as wide as Peace river.

In a letter of this nature there is not time nor space to dwell on many features that might be referred to profitably, but knowing that with the exception of these bits of prairie, and a few others of less area along streams, all the country in that region is covered with trees peculiar to our northern forest, that is, spruce and poplar, of rather small size; six to ten inches the average in diameter, twelve and fourteen being exceptional, and that the surface is much interspersed with swamp, often of large area; we may infer pretty well what there is for a railroad to do along here. From Peace River Crossing to Port Simpson on the Pacific Ocean, in an air line, is 525 miles, which under our previous assumption becomes 586, but as more than 400 of the distance is in the mountain region, the distance by rail will likely be found 700 or more. Of this stretch we can say with much certainty, it is all forest and moor with timber of more or less (principally less) value.

THE ALTERNATE ROUTE.

From Edmonton direct to Port Simpson the distance is 682 miles, and the same increase for curves, as used in the other cases would make this 774, but it will only likely prove about 800. The general character of the country will prove about the same as the Peace River route.

Taking the air line distances of these two routes, there is a difference of about 70 miles in favor of the direct route, and we may safely assume that there would not be less than that in an actual location, and here an important economic question arises; would it pay to construct and maintain that much extra road on a strategic trunk road for the sake of touching a bit of prairie country, capable of supporting at most some 6,000 families, say 30,000 people.

Then general character of the country, apart from small prairie region would be found pretty much the same along both routes, and the climatic conditions differ but little.

THE PEACE RIVER COUNTRY.

Peace River country has enjoyed a reputation as an agricultural region, but I think examination will show that all that reputation is due to the showing made at two or three places in the immediate valley of the river, and close to its waters; where certainly the climatic conditions are as favorable, if not more so than they are at Edmonton, 160 miles farther south. A few trials on the uplands, 300 feet above the river, and away from the water did not give the same good promise, but settlement with it accompanying drainage, and improvement generally, might as elsewhere, improve the conditions.

WHAT OF THE TERMINAL?

I presume, Mr. Editor, that most, if not all your readers, are more or less acquainted with the facts and figures I have presented in such a hurried way, and I now come to the point I wish to make. WHAT GOOD REASON is there for making Port Simpson the terminus in preference to other points?

We have heard and seen much lately regarding the comparative importance, from a strategic point of view, of the two little islands at the entrance to Portland canal, which Lord Alverstone gave to the United States, or which the United States kept and generously gave us the two larger ones, Wales and Pearse islands, just as they look at it, but whether Sitklan and Kanaghunut overtops, and commands Wales or not, should be a matter of very little importance to Canada; at least as far as the terminus of the G. T. P. is concerned.

I think all will admit that it would be unwise to place the port of entry to such an important highway where we can fortify only one side of it, when we have other harbors, probably better as harbors, entirely free from this important objection. Why should a country without a navy select a road, which we cannot fully protect by land, and keep the port, and road, free at least from injury by sea?

Whether Sitklan and Kanaghunut belonged to us or not makes very little difference, for the mainland; undoubtedly American; is only a mile or two farther away, and not too far for heavy modern disappearing guns in steel forts to make Simpson harbor unsafe for commercial vessels, if not for armor-clads, while such guns would be practically free from harm by us. Moreover, the island, just if Cape (Dixon entrance) is commanded as much on the north side by Prince of Wales island, clearly American as it is on the south by Queen Charlotte island, clearly British. From Cape Muzon, the southerly end of Prince of Wales island, to Cape Knox, the northerly end of Queen Charlotte island, is 65 miles, and to North island, just if Cape Knox, is 31 miles. Both Prince of Wales and Queen Charlotte islands could be made naval bases, but only one of them is ours, and the side with the strongest navy would command the situation, no matter how well fortified the harbor at the terminus. If the road runs down the Nass valley or anywhere near it, it will be so near the American mainland that a raiding party could easily destroy it.

Much more could be said along these lines, but I have presented the objection which each may with the aid of a good map elaborate for himself.

ANOTHER SITE SUGGESTED.

To keep command of the situation as much as possible, why not place the terminus at or near the head of Gardner canal, and more than 100 miles south of Port Simpson on of the nearest point of foreign territory? To cross that 100 or 150 miles of territory would prove a very serious task for any expedition, and would prove almost impossible for an extensive military one. Some people were unkind enough to insinuate that the parties constructing the government telegraph line from Lake Bennett to Ashcroft, lost themselves or each other in that wild region, for part of a season, and were playing hide and seek for a while. Be that as may, and I mention it only to emphasize my point, a prudent general would likely be provided with guides, and what would be still better in a region of that character, an amateur astronomer to keep him posted as to his whereabouts every day or night, but still he would have an awfully lonesome time getting anywhere in that country.

Gardner canal is nearly if not quite a hundred miles in length, and is not more than two or three miles wide in most places, and so by mounting a few heavy guns at a few suitable places, could be made impregnable to sea power.

The canal and its approaches are cleared through Nepean Sound, from where ships could steer for Skidigate Inlet, in nearly the same latitude, and about 90 miles away. Skidigate Inlet cuts Queen Charlotte island in two, at about the centre of its length, and is very probably navigable for any class of vessel. Its width is convenient for good defence with modern guns, and could be made a safety port at little cost.

Queen Charlotte island is about 175 miles long and from 50 to 10 in width. It is reported well timbered with valuable timber, and is said to be almost a complete coal bed, two things that will make it a desirable base of supplying operations in times of peace, not to speak of having our line of traffic removed from our neighbor's door-step in the event of hostilities.

From the junction of Kitlobe river with Gardner canal, presumably a good place for the terminus, which is in about the same latitude as Edmonton; to Edmonton in an air line is 505 miles, by rail less than Port Simpson, and 157 less than by the Peace River route.

As all three routes would presumably be increased proportionately by curves and other deviations from a straight line, the Gardner inlet, or canal, route in addition to its strategic advantages will be about 100 miles shorter than the Simpson route, and nearly 200 shorter than the Peace River way.

The country along all three will in all probability average about the same in general character, thus leaving the comparative length and most important, the strategic feature, the main ones in the decision.

OBSERVER.

Ottawa, Feb. 27, 1904.

OF MUCH INTEREST TO SPORTSMEN

A Proposal to Introduce New Species of Game Bird in Province.

Mr. Kenneth Roberts, a member of the Game Protection Association of Vancouver, is in receipt of a letter from Lord Breadalbane, who, with his predecessor in title, successfully introduced the capercailzie into Scotland. The proposal to introduce capercailzie into British Columbia is one of great interest, as this species of game bird is peculiarly adapted to this country.

The letter received by Mr. Roberts is as follows:

Taymouth Castle, Aberfeldy, Perthshire

Dear Sir,—In reply to your letter of the 7th December, with regard to the young capercailzie, etc., going out to Vancouver, I am afraid that there will be a considerable difficulty in getting birds transported, and that it would be a very expensive undertaking.

When the capercailzie were imported into this country by my predecessor, and reestablished in Scotland, I believe the first attempt was made with young birds and this utterly failed. Then the eggs were tried and this was successful. Last year I sent out some eggs to the Canadian government, with instructions as to how they were to be treated, and also how the young birds were to be fed. This latter is a very difficult job, and my own keeper was the first to hand-rear capercailzie.

I believe the mode adopted when my predecessor imported the original eggs from Sweden was, that blackgame's nests were marked down, the eggs then taken out and the capercailzie eggs put in. The eggs were thus hatched by the grey hens.

I should say it would be better if there was a government department which could be induced to take up the importation of the capercailzie that it should do so, than that it be done by private enterprise. No doubt when the birds come to maturity, unless they are protected by some law, they will be shot, and therefore all the expense of the importation and rearing will go for nothing.

BREADALBANE.

Newspaper Change.—A change of management has occurred in connection with the Nanaimo Daily Herald. Mr. Hindmarsh, a cousin of Mr. Jonson, of the Coal city, who has been employed for a number of years on leading Newcastle papers, arrived a few days ago and has taken charge of the literary end of the Herald. It is expected that in the course of a few weeks Mr. Aitken will retire and the entire management devolve upon Mr. Hindmarsh.

Kidney Disease May Last for Years

Causing Much Pain and Suffering, or It May Suddenly Prove Fatal.

Pains in the small of the back, scalding, burning sensations when passing water, and gradual loss of flesh and weight are the unmistakeable symptoms of kidney disease.

If you would prevent Bright's Disease, rheumatism, stone in the bladder and other dreadfully painful developments of kidney disease, you must act promptly.

If you choose Dr. Chase's Kidney-Liver Pills the treatment will not long be pursued before you will find yourself greatly benefited.

The grand reputation which this great kidney medicine has made for itself is due to no small extent to the wonderful promptness with which it brings relief and cure to the sufferer from backache.

Backache, lumbago, rheumatism, aching sides and limbs result from poisons in the blood, which are entirely eliminated by the use of Dr. Chase's Kidney-Liver Pills.

It seems rather unwise to experiment with untried remedies when you can rely absolutely on this famous prescription of the great receipt book author.

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box of his remedies.

Battled With Terrific Storm

Steamship Valencia Forced to Put Back From Cape Flattery.

Met Furious Hurricane Which Seriously Endangered Her Safety.

(From Sunday's Daily.)

The Pacific Coast Steamship Company's steamer Valencia, Capt. H. M. Lloyd, which left this port Wednesday morning for San Francisco, had to put back Thursday afternoon, says the Seattle Post-Intelligencer, after an eight-hours tussle with a storm which threatened at various times to break the vessel to pieces and send her to the bottom. Capt. Lloyd says he has never seen worse gales on the Washington coast.

The Valencia returned to port yesterday afternoon. She is considerably damaged. Her broken ports and badly smashed woodwork over the fantail bear evidence of the violence of the storm.

She passed the cape Wednesday night and had hardly rounded the point when she ran into the teeth of the storm. The wind blew with such force that she could scarcely make headway. It increased in velocity, heavy seas pounding the ship from every quarter.

Though heavily laden she was tossed about like a cork. Only a strong seaworthy craft could have withstood the terrible wrenching. For hours she made little or no headway. Though she had her head into the wind the seas rolled round and over the vessel aft, breaking the deck over the fantail woodwork. Some of the ports on the port side amidships were knocked off their hinges causing the vessel to take in water on the main deck. Thirty-four fire buckets were carried away.

It was 8 o'clock in the afternoon of Thursday, the vessel being then sixty miles south of Flattery that Capt. Lloyd as a matter of precaution, decided to turn back. He says he did not find it so. To have continued would probably have meant the loss of his steering gear.

At the time the Valencia rounded Cape Flattery outward bound the barometer registered 29.14 and it dropped to 28.67 before she put back.

The Valencia had about 1,000 tons of freight, overflow from the steamship Queen, but no passengers. Soon after his return to port revenue cutter officials boarded her and asked Capt. Lloyd why the remaining fire buckets had not the required amount of water in them. The captain replied in effect that thirty-four of his buckets had been washed into the sea and that he had enough to do to save the ship without keeping the buckets filled with water, too much of which, he declared, had washed his decks after leaving this port.

The necessary repairs to the Valencia can be made without discharging her.

STEAMER NELL.

Imaginative Correspondent Attacks Life-Saving Apparatus Aboard Vessel.

Shortly after the steamer Nell left for the North on her last trip from Victoria, the Colonist received a letter signed by a resident of the city, making charges of a very grave character against the management of the steamer for alleged carelessness in regard to the life-saving apparatus aboard. In the absence of the steamer and her officers it was deemed wise to withhold the letter from publication until her return from the North, when a representative of the Colonist could look into the matter.

The steamer Nell returned last week from the northern ports, and yesterday a Colonist reporter called on the captain, aboard, and informed him of the contents of the letter. The captain asked the reporter to step over to where the port metal lifeboat was slung, and there pointed out a new patch which had been put in the bottom of the boat. He explained that during the exceedingly rough weather encountered by the Nell on her previous voyage south, the lifeboat had been rolled around in the chocks, and a small rent had been made in the metal owing to the strain of the boat's weight falling on that particular spot. As soon as the Nell came in her berth in the harbor a smith was sent for and the hole patched securely, as the captain said that he would not allow such a thing to go neglected even overnight.

Then, yesterday, Captain Collister carefully inspected the steamer and her life-saving equipment and passed them as being perfectly in accordance with the regulations.

The master of the Nell considered that those facts sufficiently disproved the reckless statements of the writer of the letter referred to. The utmost care is always taken on the Nell to see that everything connected with the life-saving apparatus is kept ready for use, and this has been the rule since the Nell has been plying out of this harbor.

The Nell leaves tomorrow for the Northern ports with a large general cargo. She will call at Ladysmith for 120 tons of coal for the Skeena.

SHIPBUILDING IN 1903.

Estimated Output of Tonnage Throughout the Civilized World.

According to published statistics of last year's shipbuilding, the number of vessels launched in the whole world was 2,441, with a tonnage of 2,079,531 and an indicated horse power of 2,352,485. In 1902 the number of vessels launched was 2,324, with a tonnage of 2,115,670 and an indicated horse power of 2,017,254. More than one-half the new tonnage of 1903 was produced within the United Kingdom, England turning out 871 vessels of 796,295 tons, Scotland 262 vessels of 484,853 tons, and Ireland 129 vessels of 158,482 tons. With the exception of the United States, no foreign country launched an aggregate tonnage equal to the Clyde alone, which built during the year 277 vessels of 446,869 tons. The statistics show that there were decreases on the Clyde, the Tay, the Dee, the Tyne, the Wear, the Tees, the Hartlepools, the Thames, in Ireland, Germany, France and Holland, and increases on the Forth, the Mersey, the Humber, the English Channel, in the colonies, the United States, Russia, Norway and Sweden, Italy, Austria, Hungary, Japan, Denmark, Belgium, and China. The Clyde decrease was not so serious as expected, last year being a record one.

FOR THE SAILOR.

Caustic Remarks of Judge in Noted Marine Cruelty Case.

Few cases have attracted more attention in marine circles in Tacoma than that of Albert Louie, a sailor of the British ship Troop, says the Daily News of Tacoma. Judge Hanford awarded the sailor $4,000 damages and an appeal was taken to the United States Court of Appeals, which has just rendered a decision sustaining Judge Hanford.

The alleged inhuman treatment received by the sailor at the hands of the captain and the new law points involved made the case of more than ordinary interest. The sailor fell from the vessel's rigging while in Busan, Korea, breaking a leg and arm. The ship was bound for Port Angeles. The sailor's plea to be sent to a hospital ashore was refused, and the captain set the broken arm as best he could. The captain refused to put the man ashore at other ports touched and the rolling of the ship hindered the bones from growing together again, thus resulting in permanent injuries. It was contended that as the vessel was a foreign ship and that the accident happened in a foreign port an American court was without jurisdiction to try the case, but Judge Hanford held otherwise and has been sustained in his decision.

"It is useless to parade more of the sickening details of this case. It is a shocking instance of 'man's inhumanity to man,' and the excuses which are made in behalf of the captain are transparently false and puerile. I give to the claimant all the advantage of his side of the case to be derived from consideration of the British law."

WHO'S ROMANCING?

Capt. Paynter, who commanded the cruiser Kasuga on her voyage from Genoa to Yokohama, where she was turned over to the Japanese government, arrived at San Francisco Thursday from Yokohama. He denies the story told by James Hill, of the cruiser Nisshin, of a chase of the cruisers Kasuga and Nisshin by the Russian cruiser Aurora in the Red Sea. Capt. Paynter declares the voyage was devoid of exciting incident.

POISONED LEATHER.

Dangerous Stuff that Comes from the Australian Tanneries.

Orlando H. Baker, Consul, Sydney, New South Wales, writes:

In a recent issue of the Sydney Telegraph it is stated that the trade in Australian leather has threatened with extinction on account of the practice among tanners in New South Wales of poisoning their leather for the purpose of giving it weight, though in doing so they render the leather almost valueless. To prove this it is quoted that the annual value of the exports of leather at one house in Sydney has fallen from $400,000 down to $25,000 in the past twelve months. The same authority says that London merchants hesitate to order leather from New South Wales for fear that they should obtain this adulterated and unsalable leather. It is also charged that the tanners who use this compound do it for the purpose of obtaining undue profits, knowing the effect of the chemical used on the leather. The adulterant used, according to the Telegraph, is known as "tormisen," a salt-like substance. In a side weighing, say, 16 pounds, a tanner will work in from 2 to 5 pounds or normissa, which costs about one-tenth of the price obtained for leather.

Case Adjourned Until Monday

The Trial of George J. Cook For Theft Proceeds Very Slowly.

Only One Witness Examined Yesterday Sheriff on Stand All Day.

(From Saturday's Daily.)

Yesterday morning the case of George J. Cook, accused of stealing a set of harness, value $24, and eleven volumes of books, value $5, came up for hearing before Stipendiary Magistrate Hall in the Police court. Mr. George Morphy prosecuted and Mr. J. P. Walls defended the accused, George J. Cook.

Sheriff Richards was the first witness examined and proved a warrant of execution issued in favor of Mr. Boue, vs. George J. Cook to satisfy a judgment for $47.61 and further charges, making a total of $54.37. With this warrant, witness proceeded to Cook's residence, 80 Fort street, for the purpose of levying at about 1.30 p. m. Just before witness reached the residence Cook came up, riding very fast on a bicycle, passed witness, placed his bicycle inside the gate and entered the store door. By the time witness got there Cook had barred the store door, passed through the building and locked the back door I met witness as he arrived at the gate. Witness tried the front store door and found it locked. Cook asked witness if he wished to see him. Witness replied, "Yes, come inside and I'll tell you what I want you for."

Cook said, "No, I know what you want, I've been told all about it and that's the reason I got here before you."

Witness warned Cook that all his goods and chattels were under seizure and that he was not in any way to deal with or part with them until the execution was satisfied. Cook attempted to take the bicycle away from witness and upset his utmost endeavor to do so, pulling witness with the bicycle to the middle of the road. Witness told Cook that if he did not let go and if he took it from witness he would be placed under arrest. Cook threatened to strike those who came near and advised him that he had better not do so. Cook then threw the bicycle to the road and left it in witness' possession.

Cook started for town, saying he was going to consult his solicitor. Witness again endeavored to gain an entrance to the premises and found all the doors securely fastened. Witness left his bailiff in charge with instructions what to do and returned to his office.

Witness again returned to Cook's place at about 4 p. m. accompanied by Mr. George Morphy. When they arrived Cook was seen in the store and Mr. Frank Bone on the outside at the front door. Cook was gathering up some books which he said he was going to return to Mr. Bone.

In reply to Mr. Morphy witness explained that Mr. Boue was an employee of the firm of T. N. Hibben & Co.

Witness warned Cook against moving any of the goods or delivering up any to any persons. Mr. Bone was also notified that everything belonging to Cook was under seizure and that he could not deal with them in any way until the execution was satisfied.

The next morning witness went to the Cook premises at 9:30 and found that the harness had been removed. Witness asked Cook what he had done with it. He said he had taken it and was going to use it. Witness told him that he had no business to do so, that it was under seizure and that he had been warned not to touch it. Witness told him to bring it back and he refused to do so.

The set of harness was in court.

Witness said the value of the harness was $24, and taht the writ of execution had not been satisfied and Cook's goods and chattels were still under seizure.

After the seizure witness left a bailiff in possession. The bailiffs are still in possession.

After luncheon recess Mr. Walls continued the cross-examination of Sheriff Richards.

After witness gave defendant into custody on last Saturday afternoon he went again to the premises and into the stable. He found the door had been unlocked in the meantime and the harness was still on the horse in the stable. Cook had no chance to go back to the stable after his arrest as the officer took him straight to gaol.

Witness employed two men to watch the premises and they are still watching outside because they could not get in.

A copy of Thursday's Colonist was produced and a notice of sale contained therein was placed in evidence. This was read by Mr. Walls.

Mr. Aaronson said that the goods which were on his premises could be seen there.

Witness explained there were about a dozen exists from the house into the street.

In reply to the court witness said he did not know who unlocked the stable door, but he fancied it was one of his bailiffs.

It took nearly an hour to read over the witness' evidence, and as it was 5 o'clock an adjournment was taken until Monday next at 11 o'clock.

The Penelope Is Driven Ashore

A Well Known Victoria Sealer Drags Anchors in Clallam Bay.

One Seaman Drowned and the Vessel Is Badly Damaged.

(From Thursday's Daily.)

News was received in the city last night by Captain Grant that the Victoria Sealing Company's well-known schooner Penelope, Captain Macaulay, had dragged her anchors in Clallam bay and gone ashore, being much damaged, and that one of the crew was drowned.

It was impossible to obtain any further information, but Captain Grant supposes that the Penelope, which sailed from Victoria harbor last Monday on her usual sealing voyage, must have put into Clallam bay for shelter from the strong easterly winds, that bay providing excellent anchorage in such winds. It is further supposed that the wind suddenly veering to the northerly points made a lee shore, and drove the Penelope upon the beach in spite of her anchors.

Last year the Penelope put into Clallam bay to ride out some severe weather from the east, which she did successfully. Unfortunately the wind has been exceedingly variable for the past few days, and it is considered quite probable that the change came too rapidly to permit of the Penelope beating out in time.

Clallam bay is on the Washington coast, almost opposite Sooke Harbor, and is some miles up the straits on the American side from Port Crescent. It is a favorite spot for wind-bound vessels when the wind is easterly. Captain Macaulay is noted as one of the most careful and competent seamen on the Pacific coast, and he has been conspicuously successful in handling sealing craft of the class plying out of Victoria.

The name of the unfortunate seaman who lost his life in the wreck could not be learned last night. It is feared that the schooner will be hard to save in the position in which she is lying, at with the wind continuing as it was last night. When the Penelope was going out to the straits on Monday she encountered a good deal of baffling wind, and she was towed into the bay by the William Head for a while, afterwards heading out into the strait.

THE KOREAN PEOPLE.

(J. Scott Fussett in American Monthly Review of Reviews.)

The people of Korea are not Japanese, and they are not Chinese. They are Mongolian, and have a polysyllabic language with a phonetic alphabet. They have a recorded history, of disputed authenticity, which claims for them a continuous existence as a Korean people of about five thousand years, the earlier part of which, of course, is shrouded in the mists of tradition and fable. As early as three centuries ago the Koreans had made great progress in the arts. They built ships 200 feet long and covered them with iron plates, the iron being hammered into small plates and fastened by small spikes driven into the wood. They made woven fabrics which were very skilful in metal work, in the fashioning of jewels, and in the manufacture of pottery. They were far in advance of their Japanese neighbors, to whom they have taught the arts of metal-working, pottery-making and silk-weaving. Three centuries ago Japan overran the country and devastated it, transferred whole colonies of artisans to Japan, and broke down the military power of Korea. Korea has produced but little literature. Korean students have been largely devoted to Chinese authors. The native literature consists largely of descriptions of scenery and folk-lore.

The people of Korea may be described generally as robust, amiable, industrious, pleasure-loving, and given rather to the arts of peace than the ardors of war. They are agricultural rather than commercial. They are kindly and generous. They have no national religion, and never have had. Confucianism, so far as regards the worship of ancestors, the reverence for parents, and the dignity of the family, has a stronger hold than any other form of religion. Buddhism has always had a languishing existence among them. There is a widespread belief among the people in spirits, and in devils. There are relics of fetichism. The costumes of the men and women do not differ widely from those in use thousands of years ago. The universal costume is cotton, both bleached and unbleached. In winter this is padded with short staple cotton which grows in Korea and is carded into pads for the purpose of quilting the clothing of the people. Their headgear is remarkably varied in form. They have a different form or a different kind of hat for almost every station in life. All the unmarried men in Korea are called boys, and wear their hair in braids down their backs. Marriage may take place at any age from twelve upward, and when a boy is married he is a man. The women of Korea have no legal status. A man may have one wife and her children are his heirs; but a Korean may have as many concubines as he may have the ability or disposition to support.

A Kidney Sufferer FOR Fourteen Years.

TERRIBLE PAINS ACROSS THE BACK.

Could not Sit or Stand with Ease.

Consulted Five Different Doctors.

Doan's Kidney Pills

FINALLY MADE A COMPLETE CURE.

Mr. Jacob Jamieson, Jamieson Bros., the well-known Contractors and Builders, Welland, Ont., tells of how he was cured: "For fourteen years I was afflicted with kidney trouble which increased in severity the last five years. My most serious attack was four years ago, when I was completely incapacitated. I had terrible pains across my back, floating specks before my eyes and was in almost constant torment. I could not sit or stand with ease and was a wreck in health, having no appetite and lost greatly in flesh. I had taken medicine from five different doctors and also numerous other preparations to no purpose. I finally began to take Doan's Kidney Pills and before I had taken five boxes the trouble left me and I now feel better than I have for twenty years. Those who know me know how I was afflicted and say it is almost impossible to believe that I have been cured, yet they know it is so. I have passed the meridian of life but I feel that I have taken on the rosy hue of boyhood."

Price 50 cts. per box, or 3 for $1.25, all dealers or THE DOAN KIDNEY PILL CO., TORONTO, ONT.

Proposals For Peace

(Continued From Page One.)

dents of Port Arthur assert that the defenders of that place possess the delusion that British officers command the Japanese ships. A police officer who had been conspicuous in expelling suspects, has killed himself, it is believed on account of his failure to apprehend newspaper correspondents.

ANGLO-AMERICAN INFLUENCE.

Tokio, March 12.—Count Okuma Shigenobu, former prime minister, is heading a movement for the publication in connection with the St. Louis Exposition of an historical work entitled "Anglo-American Influence in Japan." The object is to commemorate the fiftieth anniversary of the first Japanese treaty with the United States. There will be about 100 distinguished contributors, including Marquis Ito.

NO POISONOUS EXHALATIONS.

The condition of the wounded Russians troops at the Japanese Red Cross Hospital, who do not show any unusual symptoms, is thought to be conclusive evidence that there is no truth in the Russian allegations in regard to the peculiarly poisonous gaseous exhalations from the Japanese shells and torpedoes. The statement in the Russian report that the Japanese used lyddite in the bombardment of Vladivostok is believed to have been made with the object of conveying the impression that Great Britain employed this explosive. Reports that Russians are sending submarine boats overland to the Far East is much commented upon, observers facetiously recalling the Russian Emperor's proposal at the Hague peace convention that the use of submarine boats ought to be condemned as being uncivilized.

MAKAROFF THE HERO.

St. Petersburg, March 12.—Admiral Makaroff, the hero, is not likely to give the enemy much rest while any of his cruisers or torpedo boats remain afloat. Something like a night torpedo boat attack on the enemy's base behind the Elliott Island, for instance, would be such a thing as the admiral would undertake. He began his career with several galaint exploits during the Turko-Russian war, while commanding a steamer which he had fitted up as a torpedo boat and played havoc with the Sultan's flotilla in the Black sea and on the Danube.

Prince Arsene Karageorvevvitch, brother of the King of Servia, is leaving today for the Far East.

The Russian steamer Ural, which stockock has undertaken to make thousands of sandbags for protection purposes.

A REPORT DENIED.

It is declared emphatically by a competent authority that there is no truth in the report circulated in the United States that a retranslation of Vicerov Alexieff's despatch on the battle of Port Arthur yesterday showed that Vice Admiral Makaroff had not posted his flag on the cruiser Novik and had not attempted to rescue the torpedo boat Steregusch. The official messenger, which published the Viceroy's despatches, gave them textually as sent by the Associated Press.

FOOTBALL TRIP TO AUSTRALIA

Rugby Union of Southern Colony to Invite British Columbia Team.

The Vancouver World of yesterday has the following particularly important item of interest to those who take an interest in football:

"It looks as if a Rugby football team, composed of the crack players of the province, will have an opportunity of crossing the broad Pacific for a tour of the Australian cities. Mr. Reginald P. Woodward, the well-known Rugby player of this city, has been unofficially conducting a correspondence with Mr. Roland Kean, the secretary-treasurer of the New South Wales Rugby Union, for some time with the object of effecting arrangements for a visit to the Pacific coast. Mr. Kean has all along considered the proposition feasible in every way and some time ago has written Mr. Woodward reporting progress in his efforts to get the tour successfully launched. Mr. Woodward has just received a letter from Mr. Kean announcing that those in charge have made the annual meeting of the New South Wales Rugby Union to defray the entire expenses incident to the visit of a team from Columbia, and he also conveys the pleasing information that the idea is very indication of the proposal being enthusiastically adopted.

"Mr. Woodward, who has conducted the correspondence to this date for the end, will continue to exert his influence in advancing the contemplated jaunt to the land under the Southern Cross, but as soon as an invitation shall be received from the New South Wales Rugby Union, he will hand the same to the British Columbia Rugby Union for action.

"Judging from interviews with prominent Rugby men in this city, Victoria and Nanaimo, there is no question that the very best men will only be too eager to represent this province against the Australian teams. It is also felt that a carefully picked team, with a little time devoted to hard training, would be able to give a good account of itself.

"With such a fine trip in sight, it is certain that there will be keen competition for places on the team, and the training which the candidates will undergo will, incidentally, have a marked effect in improving the form and condition of the local and provincial teams."

A young fellow from the rural districts walked into a large dry goods store. He was very tall, over six feet at least, and his upper lip was covered with a downy prophecy of a flowing mustache. A wisp of his yellow hair stuck up through a hole in his ancient straw hat and his feet were bare. A clerk stepped up to him and politely inquired his wants.

"I want my maw," cried the big fellow. "I told the darned old fool she'd lose me."—Lippincott's.

The schoolmistress assuming a very patronizing air, said to little six-year-old Johnny:

"Now, my good little boy, spell kitten."

Johnny looked puzzled for a moment, then smilingly replied:

"Oh, kittens is too small—try me on cat."—Lippincott's.

George Gosnell Dead.—The death occurred at the Jubilee hospital on Friday evening, after a brief illness, of George F. Gosnell. Deceased was 44 years of age and was born in London, Ontario. He came to British Columbia when but a year old with his parents. His father, the late Joseph Gosnell, conducted a prosperous grocery business on Douglas street for years. He leaves a sister and brother to mourn his loss. The former, Mrs. Walter Kurtz, is a resident of Nome City, and the latter, John H. Gosnell, is living in Victoria. Deceased was a member of the local Aerie of Eagles. The funeral will take place today at 2 o'clock from Hanna's undertaking parlors, Douglas street.

Signor Francolini, of Spoleto, Italy, asserts that the little Clitumno river, formerly consecrated by the Romans as a holy stream, contains radium.

Lectures at Stock Show

Pointers Concerning the Judging of Dairy Cows and Beef Cattle.

Expert Opinion of Great Value to Farmers Given at New Westminster.

(From Friday's Daily.)

Yesterday afternoon Dr. Black commenced his series of lectures at the Machinery Hall with one on the dairy cow, says the New Westminster Columbian. This proved to be very interesting, and if all to follow are as much so the attendance at the end of this week will have increased considerably.

Last evening Dr. Black very courteously granted a representative of the Columbian an hour's talk, during which time the reporter gathered some valuable hints with regard to the lecture of the afternoon.

Speaking of the uses of the score card, the doctor commended it as a valuable agent for teaching the beginner the art of judging. He does not advise its use except in the elementary stages, for after a certain amount of study of the subject the different parts and their relative values become impressed on the judge's mind. A beginner should train himself to picture in his mind's eye an ideal, and the score card is a good means to that end. When the budding judge has an ideal of any particular class fastened in his mind he is able to compare with that ideal any animal coming before him.

The doctor says that the Dairy cow has been evolved through selection and breeding for the special purpose of producing milk. In other words she is a machine which consumes materials which she transforms into milk. To do this work a high development of the digestive, nervous, circulatory and secretive systems is required. A dairy cow must be of a robust constitution and since she must necessarily handle a great deal of food, her digestive organs must be large and strong. Indications of this will be found in a large barrel or body, commencing by dairymen the "bread basket." The strength of constitution is seen in a deep, full chest, giving plenty of room for the respiratory organs. A high development of the nervous organization can be found in the strength of the back, a prominent, open-jointed vertebral column, or back bone, being very desirable.

Quality is another very important consideration. Good quality is indicated by a yellow pliable skin, a thick coat of fine hair, abundant secretions, such as the waxy substance found on the inner side of the ear and fine clean bone, as indicated by the legs.

Although the foregoing points should receive careful consideration, the dairy cow does not approach the ideal unless she has a well developed udder. In this organ are numberless cells, in which the process of transforming blood to milk is carried on, and hence the larger the udder the better. In its attachment to the body it should be carried well forward, well up behind and not inclined to be pendulous. The teats should be a fair size, evenly placed, and the milk veins, large, long and branching.

In general form the ideal dairy cow presents a wedge shape, viewed either from the front or the back. In each case the top of the shoulder is taken at the point of the wedge and the sharper the shoulder the better. The back view is taken by connecting the hooks as the top of the wedge and here a good breadth is desired. When viewed in front the shoulder points represent the wedge base and the thicker the room within for the lungs. With all these the ideal dairy cow must be active, sprightly in style, inclined to nervousness, but not irritable, and quiet in a moth.

This morning's session in Fat Stock Judging was a short one. From 11 o'clock till a few minutes after noon, Dr. Black was expiating the good points and failings of a pure bred cow and a grade steer, both sent down from the Experimental Farm at Agassis by Mr. Thos. Sharpe.

In speaking of the breeds of cattle raised for beef purposes the doctor said that in the four kinds, Shorthorns, Herefords, Polled Angus and Galloways, the breeders were all aiming at practically the same end, namely, to put flesh on them where it will be most valuable, and though there may be different points of distinction in the breeds, still the great object is the same.

In judging an animal for the block, i.e., one which is to be slaughtered, the shape of the block is to be thought of as rectangular, and the nearer the approach to this shape which an animal has the closer it is to perfection in form.

Compared with yesterday's lecture on the dairy cow, in which the ideal shape was spoken of as that of a wedge, the difference in the two animals can be roughly seen. An animal, to be a good carcass, when slaughtered, should be low set and have considerable width and depth. The shoulder should be smooth near the crotch, which term means that place on either side of the vertebral column where in a dairy animal the form is not filled out, should be well filled. These points are worth considering, for, as was said before, the best development is wanted in those parts which will be most valuable to the butcher. Another place where a beef animal is, or should be, filled out is behind the hooks.

In judging an animal for the block some points are not emphasized upon, which special stress is laid for breeding and dairy purposes. For example, no great care is paid to the constitution of the beef animal provided it is well developed and suits the requirements of the butcher, but nevertheless all animals, whether destined to improve their particular breed or whether they are being prepared for the block should have good lung capacity.

In answer to a question put by Mr. Wells as to his views on the Shorthorns as a dual purpose breed, Dr. Black said that no doubt the Shorthorns were as good milkers as any of the other beef breeds, but they cannot be said to be a dual purpose breed.

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"I have a little bill here," began the caller as he entered the office, that I—"

"Haven't time to attend to it now," inter