The Navy of Japan

(BY GORDON SMITH.)

Less than forty years ago the Prince of Hizen engaged Lieutenant Hawes of the Royal Marines as gunnery instructor on board the Daimyo's warship, the Ryujo Kan. Lieutenant Hawes founded the Japanese navy.

The Japanese were ever a seafaring people; a waste area was left on the shores of North China and Korea to protect the timid tillers of land from the pirates of Nippon. The old-time clans had warships: turtle-back galleys worked with sails and oars. The first battle of the Sea of Japan, the battle of Dan-no-ura, was fought in A. D. 1185, between the clans of Taira and Minamoto with hundreds of such galleys as these. Hideyoshi took his army of invasion to Korea in such vessels and his galleys dispersed and broke the storm-scattered junks of Kublai Khan when the Mongols sought to invade Japan six centuries ago. These junks and galleys of old Japan were organized with the same wonderful system which has made the modern navy of Japan so efficient. Advance and retreat were signalled by drum, dispersion or rally by flags. Each division of the fleet had its distinguishing flag of green, yellow, red, white or black, and the boats were numbered or indicated by letter. The commander-in-chief's junk was ever in the centre of the middle division; the smallest and fastest boats were ever at the extreme ends of different divisions that they might advance or retire quickly as needed. Until the Shogun Iyemitsu restricted shipbuilding and foreign voyaging in 1636 these vessels attained a considerable degree of development. Will Adams, the British sailor who went to Japan in 1600 in a Dutch ship and took service with the Shogun, built the first foreign-style ships for Japan, and Iyeyasu, the then Shogun, instituted a shipbuilding activity which would have brought Japan to the front quickly had not the edict of Iyemitsu, the succeeding Shogun, closed the country to the world for the next two hundred years, and reduced Japanese shipping to a mere shadow of what it had been. And so it was until the declining days of the Shogunate when some students were sent to Holland for instruction in seamanship, and, in 1767, Sir Henry Parkes, then British Minister at Yedo (Aokio), secured for the Japanese the services of a small party of British naval officers and men under Commander Tracy, R. N. Before the naval mission could accomplish anything, however, the revolution which drove the Shogun from the throne began, and, after the battle of Ueno had broken the power of the Shogunate, the Mikado was restored, the present Emperor ascending the throne.

Japan's naval history dates from the ascension of this, her present Emperor, Mutsohito Tenno; his rule began the Age of Meiji: the age of Enlightenment. The Prince of Hizen, a prominent daimyo, came one day shortly before his rule began, to Camp hill, on the site of the Yokohama of today, with his retainers, and there saw a detachment of British fusiliers encamped. Several of the British soldiers were induced to join his service to train his fighting men, and Lieut. Hawes of the Royal Marines was also engaged and appointed gunnery instructor on board the daimyo's warship, the Ryujo Kan. Later, the British seaman assumed other positions, and he may be considered as the father of the present Japanese navy.

It is a different navy, this of today, to the junk-flotilla of the Minamoto which annihilated the Tairo fleet almost at the same place where Togo's powerful fleet annihilated Rojestvensky's squadron 720 years afterward. The galleys of the first battle of the Sea of Japan were armored after a fashion; a slanting protection covered with whalebone was placed at the side of the gunwale to protect the archers — the gunners of those days. With long streaming flags flying from the galley's masts and bowmen lined thickly about the deck of each vessel, the squadrons were rowed together, some grappling and their crews fighting with sword and spear. All day they fought until the Minamoto annihilated their enemy; the Tairo perished utterly, with their women and children and the infant Emperor, who was given the posthumous name of Antoku Tenno. The victory was complete, the slaughter awful. Fishermen for centuries afterward told of the ghosts of the Tairo seen rising from the waves, of mysterious lights and of strange crabs whose shells were marked with human faces. At length a Buddhist temple was reared at Shimonoseki to appease the Tairo dead.

So much for the days of yore. Thirty-two years ago when the Emperor Mutsohito was firmly established, a naval mission headed by Commander Douglas, R. N., was sent from England to Japan. There were thirty officers and men. They took hold of the work Lieut. Hawes had begun, and founded a navy for the Emperor. Naval colleges were built, the first in Tokio; since this college has been displaced by the college of Etajima. At the colleges instruction was given in all necessary branches and the graduates were sent to various ships to constitute, as it were, a leaven by which a practical knowledge should be spread. The system was copied after that of England. The army followed that of Germany but the navy was of the school of England. A system of conscription based largely on the volunteer system was put into force, and no scarcity of seamen was found; the Japanese proved eager for naval service. They were demons to work, and went into the idea of establishing a modern navy fit to cope with any. How well they succeeded is shown by results in the Sea of Japan. Ships were built, mostly abroad, and at the opening of the war with Russia the navy consisted of 74 ships of all classes exclusive of torpedo craft, which numbered sixty. Two armored cruisers were bought from the Argentine Republic, and 30 torpedo craft were built during the progress of the war. A battleship has since been launched in England; two others are being constructed, as well as several cruisers and many torpedo boats, in the dockyards of Japan, and the programme of naval extension contemplates several other vessels.

Four first class naval stations, each installed with the most modern appliances for repair work, refitting and ship construction, have been established, as well as minor depots. The oldest station is that of Yokosuka, near which is the grave of Will Adams. This dockyard, thirteen miles from Yokohama, was designed and built by French engineers forty years ago. The most important station of the present day is that of Kure, on the Inland Sea, which, in addition to a well-equipped dockyard and a splendid harbor, has an arsenal for the manufacture of large calibre breach-loading steel guns, and also of large calibre steel shell. Sasebo, in Kyushu, is the third station, and the other is that of Maizuru, on the Sea of Japan. It was completed five years ago. Another dockyard is to be constructed at Muroran, a coaling port of Yezo.

In June, 1904, I was one of a party of war correspondents visiting the Kure dockyard, now fifteen years old. Admiral Yamanouchi was in charge. In the yard apprentices were practicing the goose-step; others were filling wooden coops with stones to empty them again—they were studying the art of stoking. In other particulars, though, the yards were those of England, a copy. There at Kure, where the capacity of manufacture of shells was at the rate of one hundred a month, enough shells were stored to last the Japanese navy for several years of war, no a naval expert who accompanied me observed. In all, 15,000 artisans and 5,000 coolies were employed, night and day, in the yards at that time. Work was being hurried on an armor-plate mill, which, I have since learned, was completed in January last, where plate is to be made, and is being made, for the 14,000 tons battleship laid down at Kure, and which is to be followed, so the Admiral informed me, by a second when the first is successfully launched. From coal-bunkers to arsenal the dockyard was completely furnished and worked with a system that was little short of marvelous. The 8.6 guns, being made when I visited the yard, were fitted with an endless screw breach mechanism, a Japanese invention.

The first trial of Japan's modern navy was when China's warships fought Ito's fleet in the Yellow Sea, at the battle of the Yalu. As now, the fleet of Japan was inferior on paper to that of its opponent, but, as now, not for a moment did the Japanese fear defeat. From the time Togo, then captain of the cruiser Naniwa, opened the war by sinking the Chinese transport Kowshing, though she flew the British flag, the Japanese felt certain of victory. At the battle of the Yalu the Japanese gunners first demonstrated their good training; they showed how well they had imbibed the lessons of Lieut. Hawes, by sinking four of the Chinese vessels. And the Chinese, assisted by American officers in their service, fought a much better fight than did the Russian fleet which met Togo in the Sea of Japan. Staff Commander Philo Norton McGiffen, now dead, was in command of the Chinese battleship Chen Yuen, now numbered among Togo's ships with her name unchanged. In his story of the fight McGiffen said:

"The battle was a stubborn one and was lost to the Chinese chiefly because they had no shells to use, but only solid shot. The Japanese were well supplied with shells which did great execution. But the fight: No layman has any conception of the awful nature of battle in modern naval vessels. Even the cruisers have steel sides, and the air of the enclosed spaces is very confined. The din made by the impact of heavy projectiles against these metal sides is awful beyond description. I wore cotton in my ears, but I am still deaf. The engineers of the Chen Yuen stuck to their posts even when the temperature in the engine rooms was above 200 degrees. The skin of their hands and arms was actually roasted off, and every man was blinded for life, the sight being actually seared out."

This gives a faint idea of a modern sea-fight's horrors. The Japanese, like the Chinese, will fight much better under such conditions than any Occidental; the Westerner is too civilized for such fighting; the Japanese combines civilization with fanaticism in war.

Subsequent to the battle of the Yalu the Japanese navy atacked the fortified position at Wei-hai-wei, in the harbor of which place temporarily secure behind a strong boom, lay the fugitive Chinese fleet. Several brilliant torpedo attacks were made after the boom was cut, while the main fleet engaged the forts, and the whole of the northern Chinese fleet was then captured or destroyed. The lesson learned at Wei-hai-wei was used with good effect in the war with Russia. On February 5th a message was sent from Tokio at Sesebo to "destroy the Russian fleet." He set out at once, and off Chemulpo Admiral Uriu was detached with a cruiser squadron which detroyed the Varyag, Korietz and a transport; near Port Arthur the torpedo flotilla was sent forward, slopping through a chilly sea, 'midst fog and snow, to deal a smashing blow to the Russian fleet with torpedoes. The Rusians, taken completely unaware, were fortunate in escaping with such losses as they did. Then began the blockade of Port Arthur with its daring blocking expeditions, heroic but unavailing; with its several battles in which the Japanese ships with their great fighting flags, twelve feet across, flying from truck and peak, manoeuvred like proud pigeons waiting the foemen's ships. The losses off Port Arthur subsequent to the torpedo attacks of February were well balanced, thanks alone to the plucky work of Capt. Robt. Wiren of the Russian cruiser Bayan, who sank the battleships Hatsuse and Yashima and the cruiser Yushino on that fatal May 15th, a day of gloom in Japan. Mines and counter mines were laid in profusion, one of which sunk the battleship Petropavlovsk with Admiral Makaroff on board. Luck was continually against the Russians, being seemingly on the side of the better-trained seamen: a striking instance of the ill-luck which dogged the Russian fleet off Port Arthur was the loss of the mast of the Csarevitch, which resulted in a sad mix-up of signals, and the fleet which came from Port Arthur to fight as a forlorn hope on August 10th, was dispersed in confusion in consequence, some ships scurrying back to Port Arthur to remain there until the big guns of 203-Metre Hill demolished them, while others fled to neutral ports to intern. At the same time Admiral Kamimura sunk the Rurik of the Vladivostok squadron which had distinguished itself alone by its raids on helpless merchantmen and by sinking two transports in the Genkai Sea in June. These fights effectually destroyed Russian naval prestige in the Far East, and the Russians awaited the coming of Rojestvensky, whose name is translated "Resurrection," and his Baltic fleet, to regain the lost prestige. His untrained seamen were signally defeated, as all Japan had expected for months before. In Japan the people believe their navy invincible. Perhaps it is.

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RAILWAYS IN ASIA.

The grid-ironing of Asia with railways is one of the most surprising developments of the last fifteen years. In railway building in Asia, Russia, of course, has taken the lead. The whole of the trans-Siberian line (four thousand miles in Asia) has been constructed since 1891. The trans-Caspian line, from Krosnovodsk, on the Caspian, has been extended 1,355 miles by way of Merv southward toward Herat, and another line extends from Tashkend, a thousand miles to Orenburg. A line is projected from Merv southward through Persia to Bushire, on the Persian Gulf, to be joined at Teheran or Ispahan by a line from Baku, on the west coast of the Caspian.

Still another line has been projected from European Russia to run north of the Caspian to Bokhara or Merv. If Russia is driven from Manchuria it is proposed to construct a new Siberian line from Stretensk down the Amur valley by way of Khabarovsk to Vladivostok, and another southward from Lake Baikal to Peking.

Against those Russian strategic lines which reach toward the Indian frontier England has extended the Indian railway system northward toward the Russian frontier. There are now twenty-six thousand miles of railway in India, Bombay having connection by way of Delhi with Peshawar, on the northern frontier, and through the Indus lines with Quetkah, in Beloochistan, and Kandahar, in Afghanistan. It is proposed to extend the Kandahar railway to Herat, and to build a road from Quettah to Ispahan, in Persia.

Meantime German capitalists, under concessions obtained by the German government, are constructing railways from Smyrna and Constantinople through Asia Minor to the Persian Gulf. Turkey is constructing important railway lines in Arabia and Syria, and China has a railway system independent of the Manchurian roads, comprising a mileage of 2,800 completed and under construction. Dutch India has 1,385 miles of railroad; Cochin China and Tonquin (French), 1,083 miles; Japan, 4,116 miles; Siam, 300 miles; Ceylon, 562 miles. The total for Asia is 75,491 miles of railroad. Included are 37,287 miles under Russian control and 26,000 under English control.

The Siberian railway is important as a military road, but it was constructed with commercial development in mind. It crosses all the great rivers flowing north through Siberia near the head of navigation, thus affording an outlet for all the valleys. It constitutes the shortest route from European capitals to Asiatic trade centres, and it will command the trade of Siberia and Northern China.

The trans-Caspian railroad sysetm has great strategic value in case of war, but it was constructed to command the trade of Central Asia—to reach the old trade routes through Kashgar, Sarmarcand and Merv. If peace should prevail for twenty-five years Merv would become the midway station between Calcutta and the Black Sea, the German railway through Asia Minor would restore the old prestige to the Euphrates valley, and the Trans-Siberian railway would bring a wonderful development to all Northern Asia.

THE MIGHTY DOLLAR.

Ottawa Journal.

A singular story comes from New York of a certain Dr. Grinnell, dean at one time of the medical faculty of the University of Vermont, who was arrested on a charge of fraud in mistake for another man whom he strongly resembled. When the error became known, the man at whose suit the arrest had been made—he himself being responsible for the wrong identification—wrote a letter of apology which Dr. Grinnell professed to accept. He was irritated, however, over the way in which the police had acted, and he went to police headquarters to make a complaint on that score. There he saw the amiable "Bill" Devery, who at the time was first deputy commissioner. "Bill" gave him scant satisfaction as regards the conduct of the police; but when he heard at whose suit the arrest had been made, advised him strongly to "squeeze h— out of him" for false arrest, as he had lots of money. The ex-dean of the medical faculty thought the hint a good one, and entered suit for $50,000. The case went on for a long time, but has now been dropped under very peculiar circumstances. One of the lawyers engaged as counsel for the prosecution, a man named Wickes, described as "former assistant corporation counsel and a personal friend of many justices of the Supreme Court," getting tired of the case, which had been tried four times without result, began to write blackmailing letters to the defendant, advising him to settle with Grinnell if he did not want certain exposures to be made. These letters he signed "Lewis Jarvis." Negotiations were set on foot, and Wickes was arrested in the act of taking a reply to one of his letters out of a lock box in the New York post office. He has confessed to being the author of the letters.

The case is certainly a singular one, if we consider that the man who, after accepting a letter of apology, was induced by a character like Devery to bring action, held, or had lately held, high university position, and that his counsel, the blackmailer, is a man prominent at the bar and in society. The dollar is mighty. The souls it has corrupted and is corrupting make, it is to be feared, a mighty host.

BUSINESS PRECAUTION.

Argonaut.

A well dressed man who registered at a hotel in St. Joseph, Mo., casually remarked that he never traveled without his own fire escape, at the same time exhibiting the contrivance which he carried. "In case of fire," he said, "I can let myself down from any hotel window." The landlord said gravely: "Our terms for guests with fire escapes are cash in advance."

A CHINESE TRADE DOLLAR.

Toronto Globe.

The Daily News of Nelson, B. C., suggests the coinage of a Canadian trade dollar for use in Chinese trade. The Mexican dollar circulates in China because it passes, both at home and abroad, at its value as bullion. Canadian and American silver coins, being tokens for about double their actual value as metal, are too valuable at home to circulate on such a basis abroad. We can now sell our silver in any market, and nothing would be gained by disposing of it in coins.

TERRESTRIAL TREMORS.

After the great Assan earthquake which occurred on June 12, 1897, the earth tremor went on continuously for several days. It was estimated that there were 200 shocks a day for a few days after June 12, and, though these had diminished to twenty or thirty a day by the middle of July, the people were accustomed for at least two years after the earthquake to a daily shock. These after-shocks were the residual effects of the first big disturbance and had nothing dangerous in their character.

THE INDIAN WAR OF 1858

Written for the Sunday Colonist by William Shannon, Vancouver, B. C.

The means of transportation to British Columbia and the Fraser river were inadequate to the thousands who went there during the gold excitement. Therefore a large number of parties fitted out, some from California and others came by steamer to Portland, Oregon, and prepared to cross overland to the gold diggings of the Fraser river. By this route they would escape the canyons of the Fraser, where so many found watery graves.

A little previous to this date, the Indian war of Idaho broke out. The Indians as usual, opposed the miners, or the settlement of the country and a large number of people had settled near Walla Walla, in a place known as Grand Round valley, most of them being men with families. In the early part of 1858 the Indians made a raid upon the settlement when the men were absent at the gold diggings in the Boise basin. They murdered both women and children in the most cruel and heartless manner. Many of the little children were tied to stakes and roasted to death before the fire. This enraged the miners, who quickly returned to their desolate homes and the Indian war was started.

There was a large number of Indians interested in these outrages, the Peloose Indians and the Indians from the Bitter Root valley, also from Tobacco Plains and up into the Kootenays, all along the Snake river.

The United States government had a military post at Fort Vancouver on the Columbia river, where troops were stationed. They also had an advance post at Walla Walla, where supplies for military purposes were stored. Orders were sent for General Steptoe to take what forces he had available at Fort Vancouver and Walla Walla and advance against the Indians, which he did, and succeeded in penetrating the enemy's country as far as where the city of Spokane now stands. But here he was defeated. He did not have any idea of the vast numbers (and the equipment) that he had to meet, and after fighting the battle, in which he lost heavily, he made a hasty retreat. A Jesuit priest named Durea, who was afterwards a bishop, stationed at St. Mary's Mission on the Fraser, used his influence with the Indians to try to prevent the war, and when a body of General Steptoe's men got divided from the main force and were taken prisoners by the Indians, his good influence was the means of saving their lives. This story the writer procured from the venerable bishop's own lips, although he was afterwards blamed by the miners for being implicated in causing the trouble between the whites and the Indians, but it was clearly proved afterwards that there was no truth in this story, as the good priest did everything in his power to prevent bloodshed.

About this time several small parties of miners arrived from Walla Walla. Some overland from California, others that came by water from Portland, Oregon, Walla Walla being the place from whence they all started and congregated. Hearing of the Indian war that was then in progress, it caused them to pause and to organize in a larger body for mutual protection. Therefore, they decided that all the parties were to form one. They numbered the miners and found that they had 800, and over 2,000 pack animals. There were men of all professions in that crowd, and I might say from all parts of the civilized world, young and old. They decided to elect a captain who would be in charge of the whole party, and for this purpose they met on a certain day. There were three nominees for the position. One of them being a captain in the American army, under General Scott, at the time of the siege of Mexico, and was considered an Indian fighter of great ability. The second was a Californian, and this was his first trip to the frontier. The third was a David McLachlan, son of Chief Trader McLachlan, from Fort Vancouver, on the Columbia river. His mother was an Indian woman. This McLachlan was a man of very imposing stature, being 6 feet 4 inches high and weighing nearly 300 pounds. He was very muscular and a perfect type of manhood. He had been brought up in the employ of the Hudson Bay Co., and knew the country perfectly, having crossed the Rocky Mountains some ten or twelve different times. He was also well acquainted with all the different Indian tribes throughout the whole length and breadth of the country, and he was a man of some education, his father having had him go to college. His great knowledge of the northern country made him far superior to his competitors. When the vote was taken it was found that this David McLachlan had over two-thirds of the party in his favor, and they made the choice unanimous, both of his competitors agreeing that he had qualities that neither of them possessed.

They then organized their party into different companies, commencing with the letter "A," and in the march they generally took their position in the advance according to the letter; if "A" was at the head today, would be in the rear tomorrow, and so on throughout the whole party.

They then appointed two men to act as captains of the scouting parties, which were to go in advance of the main body, and one of McLachlan's competitors, who took charge of one of these parties, was a man who had had almost a life's experience on the frontier among the Indians.

Their pack animals which carried all the supplies and numbered over 2,000, had with them a guard, whose duty it was to always stay with the pack animals, and which invariably was in the rear. All that the miners possessed for their maintenance in the far north was carried by those horses and mules, and they well knew that the Indians would use every means to stampede their animals, knowing well, if they lost their supplies they would have to return. They then examined and tested all their firearms. The party was well armed, carrying Colt revolvers and rifles. The Kentucky rifle was probably the most effective weapon that they possessed, as it would kill at long range. When all these preliminary arrangements were completed, the party started for their long journey through the wilds, prepared to battle with the hostile Indians.

A few days after leaving Walla Walla they met General Steptoe and a part of his force flying before the Indians. He first ordered the party back, as it was contrary to law for the miners to go beyond where the government could give them protection, but the miners merely laughed at the suggestion, stating that they had started for the Fraser river and that they were ready to fight their way to their destination. They supplied General Steptoe with some necessaries for his return to Walla Walla. At the same time they notified him that they were just in time to cover his retreat.

When the Indian warriors who had pursued General Steptoe, found that the miners were coming in such strong force, they fell back. The miners saw nothing more of them for several days. Indians as a rule show their cunningness by picking the most favorable place for attacking the invaders, and as the miners came to the Columbia river near the White Bluff, where the country is rugged and timbered, they made a stand, concealed in the cliffs and underbrush. The scouting party of miners discovered the Indians in force. They secured their pack animals in an open plateau some distance in the rear, while the miners advanced to attack the Indians in two different parties, and eventually succeeded in flanking or turning the Indians, and many of them found their hiding place to be their graves. The battle lasted most of the day. Towards evening the miners had worked round the Indians towards the rocks and brush, and the Indians found to their cost that they were not fighting soldiers who had to stand in line, but miners organized into a band of fighting units, who sought shelter behing the rocks and timber and crept stealthily forward, shooting whenever they saw an opportunity. This was something the Indians were not accustomed to, for General Steptoe, whom they had just defeated, held his men in line and they were at the mercy of the Indians. Towards evening the Indians were in full retreat, leaving quite a number dead behind them. They were not able to carry off their dead, neither did they remove all their wounded. There were also several white men killed in that skirmish. Some merely boys who had not been long from home, and their end was probably never known by their relatives or friends. Others were old, and had served their time in Mexico and elsewhere in contending with the Indians. Two lines of poetry composed by a fighting miner-poet read:

"There youth and age together lay,
Upon that dusty plain."

The miners remained one day to bury their dead and to care for a few men who had been wounded. They had doctors in their party and I might say men of almost all professions. They constructed stretchers to carry the wounded, although there were only one or two badly wounded, the rest being slightly so. These stretchers they placed on the backs of their mules.

The next day after stopping over, they commenced their march forward, but saw no Indians in sight. The Indians had evidently fallen back a great distance in order to bring up their forces from other quarters and make a great stand against the miners in a most favorable position. The miners followed up the valley of the Columbia river. Here the country is mostly open and not much chance for the Indians to conceal themselves; therefore they felt quite safe. They followed the Columbia to the mouth of the Okanagan river. Here they crossed the Columbia as their course lay along the Okanagan towards British Columbia. After crossing the Columbia river they were in a beautiful grassy country. On every side of them were open prairie and rolling hills. Some of the miners began to think by this time that the Indians would not trouble them any more and the first act of insubordination that happened in the party occurred at this point.

A company of Frenchmen refused to comply with the orders of the day, and expressed a willingness to go on their own hook. McLachlan, the captain, strove to reason with them and told them the dangers that awaited them if they divided themselves from the main body, but they did not heed his offered advice, but started with their animals and left the main body, taking a near cut through the hills. They were not many miles away, when they fell into some scattered timber and here they met a party of Indians who had been watching for just such an opportunity. The Indians made a vigorous attack upon the party and shot and captured their horses at once. The company retreated with their saddle animals, leaving their pack animals with the Indians. Two of the men were slightly wounded and some of their saddle horses were so badly wounded that they died after reaching the main party. This was the last trouble they had of that sort, as it proved to them all that in union there is strength. The miners continued the march north along the Okanagan. The scouting parties had at different times discovered parties of Indians on the distant hills, watching their progress. The miners traveled slowly in order to let their animals feed, as the grass was very good and the weather very warm.

The next day they reached a place known as the Okanagan Canyon. This is a place where bluffs rise up perpendicularly from the river, some 400 or 500 feet, leaving some hundred feet of a roadway close to the water. These hills were covered with brush and small timber, which made an excellent ambush for the Indians, and the country on either side of the river, as you went back into the hills, became open and grassy plains. This was an ideal spot for the Indians to make an attack upon the miners, and the scouting party well knowing this, made a close search of all such places. The captain of the scouting party had a telescope, and in viewing the cliffs, he thought he saw something like a blanket, hung up on some bushes, and after reconnoitering the place for some little time, he gave orders for a man, who was considered one of their best rifle shots, to fire his Kentucky rifle at the object; and although it was a long range, the bullet from the rifle is supposed to have killed an Indian, for on the discharge of his gun, Indians rose in hundreds from their ambush and made a wild rush on the main body of the miners. The miners were not taken by surprise, as the Indians supposed, and were therefore not unprepared. The Indians raised a great warwhoop, which is something that no man can explain unless they have heard for themselves. This warwhoop will frighten any cattle or horses, no matter how tame they may be. Evidently the object was to stampede the animals, which carried the supplies belonging to the miners. But the guard left with the pack animals, did their duty well, and although the horses became excited and restless and some of them bucked their packs off, still, they rounded them in such a manner that they got them into a bend of the river and prevented anything like a stampede which the Indians had supposed would take place. The miners advanced to meet the Indians, and under their deadly fire the Indians soon fell back to their place of hiding, but not before they left numbers dead upon the field. It was in this part of the battle that most of the men were killed, for both Indians and miners fought on the open plain. The Indians had planned what they considered would be a sure means of the white man's destruction. The cliff was 400 feet above the river, overhung the roadway where the miners were supposed to travel. They placed stones all along this cliff, hoping that the miners would pass underneath and then they would hurl them down on them.

The number of Indians engaged in this battle will probably never be known. It is estimated by some to be over 2,000; others say 1,500; but from what information I could gather from the Indians themselves, and also from the Hudson's Bay Co. traders, the number I do not think would exceed 1,500, if as many. The Indians were under the leadership of the great Chief Tenaskat. He was acknowledged as a great warrior, and in all the Indian troubles he came out victorious, and all the Indian chiefs from the different tribes were in command under him. No doubt, he showed a good deal of sagacity and military tact in conducting the campaign this far, and had he a less efficient body of men to deal with he might have succeeded. The battle started about 9 o'clock in the morning and lasted throughout the entire day. After the first attack the fighting was at long range. The miners would not attack the Indians in their ambush and strong position, and they did not know exactly how to rout them, but in the afternoon Captain McLachlan, who knew the country well, directed that a body of miners were to start on a flanking movement on either side of the Indians, keeping well out of range until they came out in an open plain, hidden behind some bushes, and as the miners who did this flanking movement marched on the ridge beyond, a signal was given, and the miners below advanced under cover in the timber towards the Indians. The Indians, seeing that they were outflanked and about to lose their horses, fled in great haste across the open ground to where their horses were tied. Here there were a large number of them shot, and those that were left retreated in great disorder towards Crow lake.

This was the greatest battle ever fought between the Indians and the whites in any part of the Coast country, and we might say, a decisive battle. It was of as much importance to the few interested, as either Gettysburg or Waterloo.

The Indians, as on the former occasion, did not remove their dead, but succeeded in getting their wounded away, for the wounded had been taken away previous to the end of the battle. There was a large number of Indians killed, also a number of whites. The miners had several wounded, some their legs broken with bullets, others their arms, and different flesh wounds. The wounded were all cared for in the most thorough manner, as they had doctors on the ground to attend to their wants. For two days the miners lay in camp, buried their dead and attended to the wounded. They then resumed their march, and near Crow lake, which is near the boundary line of British Columbia, which was not then marked, the Indians came to arrange terms of peace, and approached them with a white flag. The miners were very pleased to think that they were going to be at peace with the Indians, and after some days parleying they arrived at a basis of agreement. The Indians were bound to assist any miner in distress and any Indian committing a crime, the whole tribe to which he belonged was held responsible until they found the Indian and delivered him up.

They were also to return any horses or animals that might be taken or strayed away from the miners. Some of the rules laid down by the miners were afterwards of great utility to those traveling through the country, and many a lonely miner found them to be of great help to him.

But soon after the completion of this treaty the Indians were not faithful to their agreement. Fourteen men left the main body of the miners to go prospecting on a creek which they thought looked favorable. The miners decided to look after their wounded and rest in order to recruit their horses, for a couple of weeks in one place. These fourteen men failed to return. A search was made for them and their mutilated bodies were found where they had been killed by the Indians, all lying in a circle. This enraged the miners, thus starting the war afresh. They held a meeting and declared they would spare neither man, woman or child, and with this avowed object in view, they started on the war path. They then advanced to Osoyoos lake. From there parties went out in different directions and scoured the country for Indians. The Indians were afraid of the well-merited punishment they were receiving and longed to terminate the hostility. Quite a number of them came with a flag of truce to a party of the miners in order to arrange terms of peace, but the miners were so exasperated at the loss of their comrades in such a cowardly manner, that they fired on the flag of truce and few were left to tell the tale.

Soon after this, through the instrumentality of Captain McLachlan, they had a meeting with some of the Indian chiefs, and concluded a peace that never was violated until after law and order were established in the country.

We might here state that the Indians engaged in this war against the miners were well armed, having plenty of guns and ammunition, although their guns may not have been equal to the miners. Previous to the outbreak of the war the Indians procured all the guns and ammunition it was possible to get from the Hudson's Bay Co. throughout the country. They, of course, paid for them. Afterwards the Hudson's Bay Co. were blamed and accused by the miners as furnishing the Indians with those arms and encouraging the war in order to keep the miners out of the country. This was not true; the Hudson's Bay Co. did not take any part with the Indians against the miners, but rather used their influence for peace. It must be admitted at the same time that the Hudson's Bay Co. were not favorable to the settlement of the country, well knowing that it meant the termination of their fur trade. But it is a great injustice to say that the Hudson's Bay Co. encouraged any act of hostility against the miners to culminate in the loss of life in order to keep them out of the country, while they were anxious to preserve intact their profitable trade and commerce with the Indians, which they could not have when the country was settled by whites. Still, it is a well-known fact in hundreds of cases, they were very kind to the miners and assisted them in every way they could, for the Hudson's Bay Co. officers were, as a rule, a very fine class of men and too honorable to be engaged in any disturbance of this kind.

The Indian war that broke out in 1858 in Eastern Washington and Idaho, which we have previously described in connection with the miners' difficulties, continued for about two years. All the Indians towards the Rocky Mountains and Idaho were engaged in this war, and General Steptoe was superceded in the command of the United States troops by the noted General Harney, who played such a conspicuous part in the San Juan Island difficulty between the United States and the English government, which was afterwards settled by the Geneva arbitration. General Harney prosecuted the Indian war on different lines to his predecessor, General Steptoe. He was far more severe in his methods, and in many cases fired upon Indian villages when he knew he was taking the lives of both women and children. He was afterwards courtmartialled for this act, and his reply to the court was, that in order to be successful and save human life, it was necessary.

He terminated the Indian war in the early part of 1860. His last act was to collect all the Indian ponies for hundreds of miles around the country, and he had them corralled near where the city of Spokane now stands, and he gave orders for them all to be destroyed, so his soldiers shot the last horse, and for many years their bones were a conspicuous landmark in that part of the country. His object was to prevent the Indians from communicating with the different parts of the country, which they could not do without their horses. This had the desired effect, and very soon they negotiated a lasting peace.

After the treaty concluded with the British Columbia Indians near Penticton at the south end of the large Okanagan lake, miners enjoyed the blessings of peace, and although they were still watchful of their unreliable foe, they dispensed with a great many of their defensive measures, which they had adopted during their early march. The country through which they passed was very favorable for their traveling, being open and a succession of grassy plains, and the best of feed for their animals. The country abounded with game of all kinds, and the rivers and lakes were filled with fish, thus assisting the miners very much.

They passed on through the Okanagan country and down through the Grand Prairie to Fort Kamloops, where there was a Hudson's Bay fort, which was doing a large trade with the Indians. Here the miners did quite a business with the Hudson's Bay Co., receiving fresh supplies. They also left some of their wounded behind them, as those who had broken bones that were not quite recovered, felt it very inconvenient to travel. The main body of the miners continued their journey down the Kamloops lake and across the Thampson river, just at its foot, a place known as Savanos Ferry. Here they crossed the Thompson river and pursued their journey westward, towards the Bonaparte river, passing Deadman's creek.

When they arrived at the Bonaparte river, they were informed by some miners, who had made their way from the Fraser river up that way prospecting, of the disturbances the miners had had with the Indians in the Fraser river, which took place at the same time as their difficulties with the Indians at the Okanagan.

They followed up the Bonaparte river to Hat creek, and following up Hat creek, they went through the Marble canyon and down the Pavilion valley to the bank of the Fraser river. They pursued their journey down stream for 22 miles to a place known as the Fountain, some eight miles above Lillooet. Here the party divided into units, some going down stream in search of the precious metal, while others scoured the Fraser, the greater number going up the Fraser, prospecting on their way until they came to Quesnel river. Some of them wintered at Fort Alexander, and early the next spring they were the first discoverers of gold upon the Quesnel river, and in 1859 hundreds of those pioneers who formed this large party, were engaged in mining on the Quesnel and Horse Fly rivers, and later on in the Cariboo country. Many of those men became prominent citizens in British Columbia. Thomas Manifee, who had his leg broken by a bullet during the battle of the Okanagan canyon, afterwards owned a large ranch at Williams lake, where he lived for many years, and accumulated an independent fortune, and finally went East to end his days along with his relatives.

Dick Willoby, the noted prospector, was one of the party, who afterwards made such a fortune in the Cariboo mines, and also in Allaska in later days. He was considered all round the best mountaineer and prospector on this coast. There were a great many others belonging to this party who were among the most prominent business men of this country for many years, and are now dead and gone.

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THE WEASEL'S AIRSHIP.

A New Zealand paper relates that a settler noticed a hawk flying about in a peculiar manner and crying out, as if in pain. The settler obtained a gun and shot the bird and investigation showed the cause of its distress was a weasel which was perched on the hawk's back, with its teeth buried in the bird's neck. Apparently the animal had pounced upon the hawk when it was on the ground and was carried skyward with the flight of its prey.

ROYALTY AND TRADE.

Drapers' Record.

Queen Victoria set the excellent example of always buying her clothes from British or Irish houses, and that has always been the practice of her present Majesty and the Princess of Wales. The statement that Princess Margaret "is the first of the present reigning house to go abroad for her wedding dress and outfit," is, we believe, strictly accurate. We cannot but regard it as most unfortunate.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal. 14

BUSINESS IN CANADA.

Dr. Spencer of Ottawa in the Magazine of Commerce.

Among the many developments of trade and commerce in Canada, nothing is playing a more important part than the establishment of business from other countries, owing to the tariff which now prevents the United States from shipping in their surplus products and manufactures, and thus undersellng the Canadian industries. In respect to the United States, that country is waking up to the advantage it will give them to establish their industries in Canada, and they will do so on a pretty large scale. Huge concerns are already in Canada, and are doing business in competition with Canadian enterprises, using Canadian labor, although, unfortunately, introducing heads of departments and experts in the higher branches of the particular industries from the States. Large numbers of these might be mentioned if space permitted; but it is sufficient to say to British manufacturers and British traders generally, that if they wish to capture Canadian business, they will have to take a more lively interest, and make up to the possibilities of doing such business by planting themselves in the country, erecting factories, and operating the same, instead of presuming that the long distance to get orders and goods can be achieved by existing facilities and the meagre agencies at work. I would urge British firms to establish themselves in Canada, as well as keep on their businesses at home, and that without delay.