Blood is Thicker Than Water"

miral Dewey's Guns Shattered a Long-lived National Superstition.

at Britain and Not Russia the Friend of the United States.

ndon, Feb. 26.—The Morning Post y devotes a long editorial article to historical record of the rapid growth merican activity in Far Eastern af-, comparing the present attitude of United States with her passive inter-n the Chino-Japanese war. The r remarks on the notable friendship Russia, and contends that Ameri-friendship for the Russian empire always artificial. Admiral Dewey's the paper continues, literally ered the superstition that Russia the appointed friend and Great in the appointed enemy of the d States.

"e believe," the Morning Post con-s, "that the appearance of America working element in international rs and her unmistakable hostility to ia, is destined to become epoch ing if not epoch making."

a cable from Shanghai a correspond-f the Daily Mail reports the arrival e Japanese cruisers Igzumo, Suma Akisushima.

e Tientsin correspondent of the lard sends in a report from a na-ource that the Russians have d a large village near the Sungari and massacred the inhabitants, in-g the women, in revenge for an pt to wreck the Sungari bridge. r correspondents and Europeans in l are commenting in amazement the success of the Japanese offi-in preserving secrecy regarding all perations of war, and declare this racy of silence is not only con-to government and service circles, hat it extends to every section of mmunity.

classes of people are submitting marvelous patience to being de-of news, which they recognize as ative to the success of the national it is undoubtedly in pursuance policy that no Japanese account Port Arthur attacks have yet published and none are expected Admiral Togo has completed his s.

he meantime, if the report from ow of a Japanese landing near ostock, which, at present is on missionary and native state-should prove correct, a most im-t new development in the Japa-perations will have been revealed, points to an attack on Vladivos-

eport that the railroad has been tween Harbin and Vladivostock possibly be connected with these ions, but until more reliable intow-is forthcoming, this report must eived with reserve. It has al-eported from Tokio that certain n forces were concentrating at bay.

urther news of an attack at Port after the engagement in which ese attempted to block the entrance, has reached London. newspapers in discussing Vice-exieff's reports incline to the be-at Admiral Togo succeeded in the channel impassable for large ships, even if it be still free to craft, and especially that the d second attack if it did occur voted to an attempt to sink fur-stacles to navigation.

pecial despatch from Hong Kong he British Admiralty officials are t out clothing to the Russian sail-emed at Chemulpo, Korea, and he crews of the vessels forming the British squadron have given day's pay to provide luxuries for ussian wounded.

A. O. U. W. TROUBLES.

he and Grand Lodges in Boston Go to Law.

on, Mass., Feb. 25.—The Su-lodge of the Ancient Order of Workmen today filed a supple-bill in the United States Circuit against the Grand lodge for the ction of Massachusetts, bringing newly-elected officers of the Grand s parties to the proceedings. The lodge seeks to have the Grand estrained from taking steps from affiliation with the Supreme and other jurisdiction of the or-he bill sets forth the action at rand lodge meeting recently, ended in a virtual disruption of te order.

COUPLE ASPHYXIATED.

by, Ont., Feb. 25.—Mr. and Mrs. d Palmer, an aged and highly-t retired farmers, living by res in this town, were found bed last night. They had not en for two or three days and ighbors became alarmed and their way into the house. Death used by the escape of gas from stove.

alooded Stock.—The deputy min-agriculture states that public Shorthorn and Hereford cattle held at Spokane, March 8th; Walla, March 10th, and Pendle-gon, March 12th. The leading o have consigned stock to the ar are: A. J. Splawn, of North H. W. Peel, Spokane; J. L. Spokane; W. O. Minor, Hepp-gon; Chas. E. Ladd, Portland; nrad, Portland, and N. G. Good-alla Walla. The first named n has consigned to the sale at ten Hereford bulls that were Beau Donald 31st, and are 11 months old. These youngsters rge, fleshy and blocky, with the ter for which the Beau Don-noted. Beau Donald 31st cost awn $1,550 when 10 months ls is a fine opportunity for breeders to supply them-th pure-bred acclimatized ani-

GOOD RESULTS.

to Follow the Use of Dr. Wil-Pink Pills—They Never Fail lsed for Blood and Nerve Trou-

utation held by Dr. Williams s not only in Canada but t the whole world is one that e equaled by any other medi-other medicine in the world is ively used as Dr. Williams s, and this extensive use is due the merit of the medicine. s are not a common purging they are a scientific blood nd nerve restorer. Every dose life, new rich, red blood, and blood reaches the root of the nd drives it from the system. he whole secret of the success markable medicine. Thousands ands testify to the value of among them being Mrs. Rob-Petit Lamoque, N. B., who wish to thank you for the good tained from the use of Dr. Pink Pills. I suffered from uble and the pains in the sometimes hard to bear. I d six boxes of the pills and e has entirely disappeared. I ngly advise other sufferers to pills without delay." iams Pink Pills cure all blood troubles such as, rheumatism, anaemia, partial paralysis, palpitation of the heart and rs. Sold by all medicine deal-ect from The Dr. Williams Co., Brockville, Ont., at 50 x or six boxes for $2.50.

Enthusiasm Is Exaggerated

Volunteering En masse of Russians is not Borne out By Facts.

Great Sympathy Expressed For Troops in Hardships of Transportation.

SPECIAL CABLE TO THE LONDON TIMES AND VICTORIA COLONIST.

London, Feb. 25.—The Moscow correspondent of the London Times wires that military activity is very great everywhere between Odessa and Moscow. At Vilna the activity is quite feverish. Two heavily-laden troop trains have been despatched to Manchuria, following the trains sent a few days ago. The men are accommodated in the usual covered vans marked, "For eight horses or forty men," and with no heating arrangements. Educated Russians at Vilna express great sympathy with the men in view of the vigorous climatic conditions between Vilna and Manchuria and the fact that the troops will not reach their destination short of a month.

At Vilna the Times' correspondent's informant learned from a Russian colonel that some five hundred Jewish regulars and reserves had deserted during the last three weeks. Asked if it were true that between a dozen and a score of Jewish soldiers who had been ordered to Manchuria and deserted had got over the frontier to Germany with the exception of six, who had been captured and immediately shot, the colonel said:

"I believe several such Jews have been caught. Naturally they paid the inevitable penalty of desertion."

Among the Jews in southern Russia the feeling is strong that whatever race may be spared from the government order to proceed to the front it will not be the Jewish.

News of volunteering en masse in Russia is declared by the correspondent to be greatly exaggerated. Public feeling, on the whole, is remarkably quiet. The reading public denounce the press for publishing specials, which, for the most part, are pure concoctions.

The Vienna correspondent of the Times announces that information has been received there to the effect that the Russian National News Agency announces that a fresh Japanese attack on Port Arthur had been beaten off with a loss of four cruisers and two transports. The correspondent states the news is not accepted in Vienna as beyond suspicion, since the fantastic accounts of heavy Japanese losses following the first attack on Port Arthur emanated from the same source and were later proven to be fabrications.

Outlook for Northern Trade.—Capt. J. W. Troup, superintendent of the C. P. R. coasting service, does not expect such a great amount of northern provincial trade this summer as many people predict. He points out that as the present year is expected to be a poor one as far as salmon are concerned, a number of the northern canneries will not be operated, and such being the case there will necessarily be a marked falling off in the amount of cannery traffic. Again, it is hardly likely that the railroad boom will still prevail this summer. As far as the Grand Trunk Pacific Railway is concerned, its operations on this coast will likely be confined to the despatching surveying and scouting parties to more thoroughly look over the ground likely to be traversed by the railway. No actual construction work from the Pacific terminus is likely to be commenced this year.

WINNIPEG WIRINGS.

Winnipeg, Feb. 25.—The Winnipeg Rowing Club senior team again defeated the Victorias at Hockey tonight, 6 to 3. It was the last senior game of the series.

Major McGibbon, inspector of Indian agencies in Alberta and N. W. T. is dead. He returned from Montreal Monday, where his son resides. He has been in the West for twenty years.

The clearing house returns for the week ending February 25, 1904, were $5,259,639. Corresponding week, 1903, $2,976,534; same week, 1902, $2,472,627.

An Island Industry.—In view of the movement on foot to hold a big "Made in Canada" fair in May next, anything pertaining to Island industries is of especial interest at this time. To the casual visitor the Nanaimo shoe factory at this present time is an extremely busy and prosperous looking institution. Heavy orders have been received from the Mainland for loggers' heavy shoes, the line in which the factory excels, turning out an article second to none in durability and suitability for the particular service expected. There is a variety of machines in the factory, but for certain work the human hand is still better than any invention. The floor space of the factory is blocked up with shoes waiting to be cased up and shipped away, and night after night the blazing lights indicate that the factory is working overtime to catch up with the orders on the file.

Formetal is a new chemical combination of metals invented to meet the needs of automobile builders for a material which will withstand severe twists and will not corrode. It is closely related to bronze.

Notice is hereby given, 30 days after date we intend to apply to the Chief Commissioner of Lands and Works for a 30-year lease of the following described lands for the purpose of stripping hemlock bark and cutting and carrying away the timber therefrom; commencing at a post on the right bank of Nahmint river, Alberni Canal; thence 80 chains north; thence 80 chains east; thence 80 chains south; thence 80 chains west to point of commencement; Lot 2, commencing at a post 20 chains south of southwest corner of Lot 1; thence 80 chains north; thence 80 chains west; thence 80 chains south; thence 80 chains east to point of commencement; Lot 3, commencing at a post on the northwest corner of Lot 2; thence 80 chains south; thence 80 chains west; thence 80 chains north; thence 80 chains east to point of commencement; Lot 4, commencing at a post on the northwest corner of Lot 2; thence north 40 chains; thence west 160 chains; thence south 40 chains; thence east 160 chains to point of commencement. Lot 5, commencing at a post at the northwest corner of Lot 3; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement. Lot 6, commencing at a post at the southwest corner of Lot 4; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement. Lot 7, commencing at a post at the northeast corner of Lot 6; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement. Lot 8, commencing at a post 40 chains south of northwest corner of Lot No. 6; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement. Lot 9, commencing at a post at the northeast corner of Lot 8; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement. Lot 10, commencing at a post 40 chains south of the northwest corner of Lot 9; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement. Lot 11, commencing at a post on Dunsmuir Point at the Boundary Line of the E. & N. Railway Belt, on Alberni Canal, on the west side, thence 160 chains northwesterly along the line; thence 40 chains southwest; thence 160 chains southeasterly to Alberni Canal; thence northerly along the shore to point of commencement.

FRASER RIVER TANNERY, LTD.

BELL TELEPHONE CO.

Montreal, Feb. 25.—The annual meeting of the Bell Telephone Company of Canada was held at noon today. The twenty-fourth annual report, submitted showed receipts for the year of $2,522,275.11; expenses, $1,940,123.3; net revenue for the year, $582,151.79.

EXPLOSION KILLS THREE.

Chicago, Feb. 24.—At least three men were killed and eighteen injured tonight in an explosion that wrecked the starch mill of the Warner Sugar Refining Company at Waukegan, Ill. The number of dead may be increased when the wreckage is searched.

JUVENILE LABOR.

Small Children in Maxine Elliott's Troupe Causes Manager's Arrest.

Chicago, Feb. 25.—Five small children, members of Maxine Elliott's company now playing "Her Own Way" at the Illinois theatre, were taken from the stage tonight by order of E. C. Davis, state factory inspector. Mr. Yeck, manager of the company, was arrested on warrants charging violation of the state labor law.

Protection For Fruit Growers

All Nursery Stock Sold Henceforth in B. C. Must Be Guaranteed.

End of a Nuisance Which Has Cost Many Buyers Dearly.

A special meeting of the Provincial Board of Horticulture was held at the office of the deputy minister of agriculture yesterday, all the members being present.

The meeting was called to make arrangements for enforcing the amendment to the Horticultural Act which was passed during the late session of the legislature, the provisions of which are that all vendors of nursery stock in the province must, before doing business, take out a license and agree to conform to the requirements of the regulations of the board.

Much injury has been done to the fruit industry of British Columbia by permitting irresponsible agents to sell and distribute fruit trees untrue to name and otherwise unsuitable and imperfect. Much worthless trash has been sold at high prices, the purchasers contracting themselves out of the jurisdiction of their own courts so that there has been no redress or means of correcting such abuses.

The new act gives the board power to bring the business under some control so that innocent purchasers may have as much protection in buying fruit trees as enjoyed by persons buying other classes of merchandise.

Persons who contemplate engaging in fruit growing in British Columbia will have the great satisfaction of knowing that they are protected from imposition in the purchase of their fruit trees. Every persons who sells fruit trees must give a bond that the goods which he sells are exactly what they are represented to be.

The day is not far distant when British Columbia will be in a position to not only supply her own market with nursery stock, but may be able to ship large quantities of healthy well-grown trees free from insect pests and diseases. The outlook is just as favorable for nursery men as it is for fruit growers.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 17th to 23rd February, 1904.

The weather during this week has been unusually overcast and rainy along the coast. On the Mainland there has been an abnormal amount of cold weather, and between the ranges in Northern British Columbia, a large amount of snow. Frost occurred on the Lower Mainland upon six out of the seven days, and the large quantities of ice in the Fraser has prevented the boats from getting up the river. Along the winds have not been heavy in this vicinity except for a few hours on the 22nd, several severe storms have occurred on the coasts of Oregon and Washington. The heaviest wind velocity reported was 76 miles an hour at Cape Flattery during the afternoon of the 22nd. At the same time thunderstorms occurred on the Sound and heavy wind, rain and sleet squalls were reported on the Straits of Fuca and Georgia.

The weather has been quite cold in Cariboo and Kootenay, though upon no day did the temperature fall below zero. On the other hand, in the Territories and Manitoba the temperature has been below zero throughout the week, and light snow occurred upon several days. The lowest temperature recorded was 36 below zero at Prince Albert. In the Yukon a steady cold weather has prevailed. The average daily highest temperature was only 21 below zero and the average daily lowest was 31 below zero.

Victoria—Sunshine recorded was 6 hours; rainfall .12 inch; highest temperature, 49.3 on 21st, and lowest, 34.2 on 20th.

New Westminster—Rain and melted snow 1.92 inches; highest temperature 44 on the 18th and lowest, 32 on 20th, 21st and 23rd.

Kamloops—Snow, 5.4 inches; highest temperature 48 on 18th, and lowest, 12 on 17th and 22nd.

Barkerville—Snow, 13.00 inches; highest temperature, 32 on 17th and 18th; lowest, 2 on 20th and 23rd.

Dawson—Snow, 2 inch; highest temperature, 10 below on 22nd; lowest, 44 below on 20th.

WILL BE A BEAUTY.

Alaska Steamship Company's New Vessel, the Jefferson, Nearing Finish.

When the Alaska Steamship Company's steamer, Jefferson, now being built at Tacoma, is launched on March 14th next, she will be found to be one of the finest vessels plying in these waters. The company is sparing no expense in the building and finishing of this vessel, and it is confident that she will prove a popular ship from the start. The Jefferson is about the size of the Cottage City; and it is expected that she will enter commission on the first of July.

That she is to be a speedy boat is indicated by the fact that she will have three boilers, each weighing fifty tons. They were made in Buffalo, N. Y., and are being found too big to go through the tunnels on any of the trans-continental railway lines, arrangements had to be made for their conveyance to New York City, there to be shipped round the Horn on the Hawaiian-American steamer Texan, which left New York January 10. It was found that the huge boilers would not go into any of the freight line tunnels between Buffalo and the metropolis, so the Erie canal had to be used. En route on the canal they were frozen up in the terrific cold. After they had been cut out of the ice, permission had to be obtained from the New York Central railway to take the boilers on specially constructed cars through the passenger tunnels to New York City. At last they reached their destination and were put on board the big steamer Texan, which will arrive on the Sound about the time that the Jefferson is launched.

The Jefferson is a wooden ship and will have a cargo-carrying capacity of about 800 tons. Her passenger accommodations is to be equal to anything on the coast, say her owners, and nothing will be forgotten in the effort to make her staunch and comfortable, as well as fast and commodious.

Freight Rates And Assessments

Premier McBride States a Few Facts With Reference To C. P. R.

Traffic Manager's Objections To Reduction on Lumber Charges Met.

(From Saturday's Daily.)

As may be known to readers, a strong effort has been made on the part of the lumbermen of British Columbia, to obtain a reduction in freight rates on lumber shipped from Vancouver to points in the Northwest and Manitoba. This has been refused by the C. P. R. on grounds stated in an interview which appeared in the Vancouver Province, with Mr. F. W. Peters, assistant general traffic manager of western lines of the C. P. R., as follows:

"Shortly before I left Winnipeg," continued Mr. Peters, "the timber manufacturers of the Coast and the Crow's Nest district met us with a request for a reduction, but we told them emphatically that we could not meet their wishes. We explained to them that the increase in our rates of taxation in British Columbia rendered it impossible for us to consider reductions in rates. It was further explained to the lumbermen that the expense of hauling empty cars west over the mountains to receive shipments was another factor of expense which had to be taken into consideration. To handle lumber from the Coast a great many cars have to be hauled through the mountains at a dead loss.

"It's a very poor time for British Columbia people to ask the C. P. R. to reduce rates. It must be remembered that the provincial government has just increased the taxation on railroads, and is taking money out of the C. P. R. to build bridges to let the Great Northern into the country. The government has increased the taxable valuation from $2,000 to $10,000 per mile. All the burden of this tax falls on the C. P. R.; which has approximately 950 miles of road in British Columbia. On the other hand, the Great Northern, with less than a hundred miles of track, hardly feels the tax. Yes, the man who asks for reduced freight rates just now is liable to pass an uncomfortable few minutes with the company officials."

A representative of the Colonist waited on Hon. R. McBride, Premier, and asked him if he had seen the interview in the Province from which the above was extracted. Mr. McBride said that it had been called to his attention by the Minister of Finance.

"What have you to say in regard to it?" was the query.

"Well," remarked the Premier, "it strikes me as a remarkable statement to come from Mr. Peters, and my only explanation is that it must have been inspired from headquarters. The executive of the C. P. R. has evidently adopted a policy of hostility to the government, because it has declared for free trade in railways.

"In the past the taxation on the C. P. R. and all other lines in this province has been very low. A reasonable valuation of the company's system in British Columbia is from $35,000,000 to $40,000,000.

"Last year the taxes paid by the C. P. R. was $12,000, less than the amount from a single mine, the Le Roi, which paid $13,447, and the average for eight years was about $11,500. Three hundred and forty miles of their system is exempt altogether for a term of years.

"Because they have paid only this small amount in the past, which might reasonably have been much more, is no justification for the basis of assessment always remaining the same. The C. P. R. is the only railway company that has raised any opposition to the increase.

"I might give you some figures showing that in a number of states in the United States the railways pay very much more in the way of taxation per mile than here. As a rule, the railways in the country south of us have been built without subventions and exemptions of any kind; but most persons are fully aware of that fact.

"The mistake made was in reducing the assessment on railways from the rate first fixed. In 1885 the C. P. R., with 500 miles of railway, was taxed $60,000, which was compromised to about $30,000. This latter sum was paid without a murmur, and would have been ever since if the government had stood firm, but on the contrary, they allowed it to be reduced as low as $9,000.

"The taxation was based, formerly, upon an assessment of $3,000 (not $2,000, as Mr. Peters stated), per mile on all lines not exempted, including sidings, switches, and spur lines. Now it is $10,000 per mile on main and branch lines, and $3,000 per mile as formerly, on spurs, sidings and switches. In the main, the railway company is assessed on about one-fourth to one-third of the actual value of their lines in British Columbia subject to taxation.

"The difference to the C. P. R. for the current year will be in the neighborhood of $40,000. On the pure business merits of the case, I do not know if the company is justified in refusing a reduction of rates to the lumbermen or not. I am not a railway man; but to hold up the paltry sum of $40,000 imposed as taxation, as an excuse, is the reverse of statesmanlike. The threat that representatives of industry in this province who seek reduction in rates, will, because the government has increased the taxation, "have uncomfortable few minutes with officials of the company," is wholly unworthy of a great corporation like the C. P. R., and is not likely to improve their relations with business men.

"As to the statement that the provincial government has just increased taxation on railways, and is taking money out of the C. P. R. to build bridges to let the Great Northern into the country, I have this to say: If the president and officials of the C. P. R. Company imagine that this province is to be held forever as a preserve for its exclusive benefit, they are greatly mistaken.

"When it was decided to build the Westminster bridge, it was for the purpose of allowing free access to all railways to the cities of the Coast, and without reference to any particular railway—the C. P. R. should it build a line on the south side of the Fraser, the Coast-Kootenay railway, and the Great Northern. For years there was an agitation for a line into the Boundary, over Hope mountain, and for a railway through Westminster district. One of the obstacles has been the cost of a bridge over the Fraser river, which was too expensive for any one line to undertake. What was wanted was a combined railway and traffic bridge, controlled by no single corporation. It was a wise policy, I conceive, for the government to step in and construct a common highway for all, the great benefit of which will be felt in years to come.

"I am not, nor is the government, hostile to the C. P. R.. Why should we be? As a Canadian I am proud of the C. P. R. and have always regarded it as part of one of our national assets that has helped to make Canada great, but the possessive "ours" should be the people's so far as the railway is concerned, and not the C. P. R. so far as the country is concerned. I believe in equal rights for all railways; and if the building of the bridge over the Fraser river has the result of bringing in the Great Northern railway so much the better for the province. It was not conceived, as Sir Thomas Shaughnessy so well knows, in any spirit of hostility to the C. P. R. What hostility exists has its origin entirely with C. P. R. officials. The increase in taxation, for the specific purpose of raising the provinces out of a financial hole, was general."

Ragged clothes quickly—that's what common soaps with "premiums" cost; but

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar

CAVE-IN KILLS FIVE.

Accident in Butte Mine Results in Death to Five Miners.

Butte, Feb. 25.—Five miners were killed by a cave-in of earth and rock in the Minnie Haly mine today. The accident occurred on the sixth floor of the 1,000-foot level. Early in the day Foreman Joseph Kane was informed that the ground in that place was very soft and in danger of falling, and he withdrew all the miners. This afternoon Shift Boss Haggerty took four men into the place to timbered and otherwise strengthen the weak spots. Just how the fall came will never be known, as not one of the five escaped.

In raiding a supposed saloon in Lewiston, Maine, recently, special liquor deputies discovered a new method to sell in violation of the law. It was in the form of a gas jet. By climbing through a scuttle to a place over the store, a hard partition was seen. This was broken and found to contain a copper tank. The tank was connected with the store by a tube, which resembled a gas pipe. By turning on the gas jet whisky could be obtained.

Amendments To Railway Scheme

Grand Trunk Shareholders Not Likely to Accept the Propositions.

Dominion Government Said to Be Preparing to Undertake First Construction.

From Our Own Correspondent.

Ottawa, Feb. 25.—The government is not very sanguine that the shareholders of the Grand Trunk Railway Company will swallow the next deal made with the promoters of the Grand Trunk Pacific, and it is stated that preparations are being made by the government for taking over the construction of the road from Moncton to Winnipeg. It is learned that one of the points of the Grand Trunk agreement with the government of which a modification is sought is in reference to $25,000,000 of common stock to be held by the Grand Trunk. The agreement as worded would prevent the money being raised on any part of this stock. It would be locked up in the company's treasury and could not be hypothecated. Modifications of the agreement will be sought in order to allow the Grand Trunk to pledge some part of the stock as security for money advanced.

Regulations are being prepared and published in accordance with the amendments to the Dominion Naturalization Act of last session. They make it easier for foreigners to acquire full rights of Canadian citizenship. One feature is to shorten from three years to three months the time which must elapse before a repatriated Canadian can again claim all the former privileges as a voter here. A foreigner coming to the Dominion is still required to serve three years preparation for citizenship.

One of the important projects to come before parliament is a proposal for the organization of the Canadian naval reserve. Until recently no practical action has been taken toward perfecting the scheme of enlistment and training officers. The marine department is now engaged upon the work, and it is expected before parliament has been in session for many days Hon. Mr. Prefontaine will be in a position to lay a matured proposition before the House.

DRIARD SMOKER TO MINING MEN

The Mining Association Entertained By Mine Host Hartnagle Yesterday.

At the smoker held last evening at the Driard hotel, given by Mine Host Hartnagle in honor of the visiting Mining Association delegates to the smoking room of the hotel there was a splendid turnout of the mining men.

Owing to the inability of President Keen to attend at the opening of the proceedings, Captain Clive Phillips-Wolley occupied the honored position of chairman and announced that the host had authorized him to state that no ladies were here, for the time being, to consider themselves hydraulic miners and therefore to record as many miner's inches of any fluid they desired. The kindly invitation was accepted, and the throats of the thirsty and dry were turned into flumes and flowing conduits without unduly developed "heads." The best of good fellowship prevailed.

The orchestra engaged for the evening, under the able leadership of Mr. George Werner opened the proceedings with some most enjoyable selections. After a song by A. Wheeler a selection on the jew's harp by Mr. Murphy followed.

Mr. J. H. B. Rickaby then gave in his own inimitable style one of Dr. Drummond's "habitant" poems. The reading was listened to with the greatest attention and was most heartily enjoyed. A song by Mr. H. Mortimer Lamb followed after which Hon. D. W. Higgins gave a reading.

George Sheldon Williams then sang "I Want to Go Home to the Ma." Messrs. Durant and Baldwin gave a most amusing Chinese specialty.

The chairman then called on President John Keen for a minute speech.

President Keen than gave a short resume of the work of the convention just passed. He said it was good once in a while to enjoy oneself, and he thought these social gatherings were conducive to the best interests of the association.

Mr. Murphy sang a selection of Irish songs.

The chairman then read one of his own "Songs of an English Esau."

Mr. Godfrey Booth sang "Tomorrow Will Be Friday" most acceptably and in response to an enthusiastic recall rendered "In Cellar Cool."

Mr. Galt said that this smoker was on a par with everything he had experienced at Victoria. He had always received the most unexampled friendliness in this city and this visit was even better than any other he had made. He paid President Keen the most unstinted praise for his untiring, self-denying and gratuitous services. He said that Mr. Hobson's work made a strong second to Mr. Keen's. He then referred to the good work done by the association, the first anniversary they were celebrating last evening.

Dr. Robertson's rendering of "Bedallah, dear," brought down the house, and the audience insisted on another selection. Dr. Robertson kindly responded.

Many more songs were sung and the concert lasted until well on this morning.

Senator Quay and a friend were discussing the rather rackety life which is being led by a young man of their acquaintance. The senator insisted that the boy was all right at heart, "and I have no doubt," he added, "that Tom will pull up when he reaches the age of discretion." "Yes," rejoined Mr. Quay's friend, "but what would you call the age of discretion?" "As a rule," answered the senator, "I should say that a young fellow had reached the age of discretion when he removed from his walls the pictures of actresses and substitutes therefor a portrait of his wealthy bachelor uncle."

Does This Mean A General War?

If Korea Is An Independent State France Must Not Aid Russia.

Washington Authorities Agitated Over Latest Phase In Far East.

SPECIAL DESPATCH TO THE "P.-I." AND VICTORIA COLONIST.

Washington, Feb. 24.—Secretary Hay is considerably agitated by advices received today from Minister Allen at Seoul. These advices are regarded as the most important coming from the Far East since the opening of hostilities between Russia and Japan.

The despatch was to the effect that Japan has guaranteed the independence and integrity of Korea. This answers the contention advanced by Russia that Japan had violated the law of nations by landing troops on neutral soil. The cablegram from Minister Allen was not made public in full.

The conclusions drawn from the complete text is that Korea has given Japan the right to occupy and fortify such points as is desired. This action removes Korea from the class of neutral nations and makes her an avowed ally of Japan. It is this construction of the despatch which is giving Secretary Hay great concern about the treaty between France and Russia, as when either party is attacked by more than one power the other must come to her assistance. France must now determine whether Korea was an independent and sovereign nation prior to concluding the treaty with Japan. If an independent power, France can have no other course than to join Russia in opposing Japan and Korea. A precisely like agreement exists between Great Britain and Japan. If France decides to aid Russia Great Britain must come to the assistance of Japan. Minister Allen's cablegram explains why Great Britain and France have been making extensive preparations for war. State department officials now believe that both nations knew of the negotiations in progress between Japan and Korea.

In the event of a general war, Secretary Hay is unable to see how the United States can long avoid giving offence to one of the powers involved. He expects the trouble to come in the Philippines, which will be the centre of the war zone. The vessels of all the nations will freely use the Philippine ports and he believes there will ultimately be more or less serious trouble. The Russian ambassador and the Japanese minister were informed of Minister Allen's advices when they called at the state department today. Neither knew of this feature of the situation prior to their visit.

PRESS COMMENT.

One of the profoundest observers that we have in public life in this country said recently: "I cannot understand the indifference of the American industrial and commercial world to the extraordinary upheaval that is in progress in England. If Chamberlain succeeds in his agitation, upsets the free trade system, and gets a tariff wall erected around the British Empire, it will be a greater calamity to the United States than a civil war. It will affect seriously the worth of our trade, annihilating a large part of it. Probably the chief reason of American indifference is due to a belief, based upon no tangible or clearly defined grounds, that Chamberlain will not succeed for a considerable period, if he does at all.—N. Y. Commercial Advertiser.

When Russia indignantly asks Japan whether Russia's word is not as good as Japan's bond, Japan has every reason for answering, in her mild Oriental way, that upon the whole, if Russia does not mind, she would prefer the bond.—N. Y. Times.

To enforce universal conditions of sanitary life in the case of a huge population, leaving as the only alternative prison or the stockade, seems hardly possible; but short of such compulsion, it is not easy to see how a healthy and decently behaved people can be obtained or how matters can be prevented from going from bad to worse. —Lancet.

According to Mr. Winston Churchill it is only what comes into an island—he does not include the Empire—that makes it rich, and the more imperial the country is the demand for British labor and the opportunity for British employment. If this is true, it seems remotely true, the great increase in foreign manufactured imports into this country ought to be accompanied by a corresponding increase in the exports of manufactures abroad. Unfortunately, exactly the reverse is the case. The foreigner may sell to us, but he has excellent reasons for not wishing us to sell to him. He may have a tariff, and will have, but his fellow-importers entirely ignore the possibility that more than one producer and more than one country may want to turn out the same article, and that the dominant feature in the industrial world is still competition. Success in that competition is impossible so long as we give the foreigner the free run of our market while he excludes us even more stringently from his. —London Times.

At present, at least, the great effort of Russia to spread eastwards has added nothing to her strength, but much to her profitless expenditure; and there are great military experts who believe that if she wins the prospective conflict, and seats herself on the North Pacific, the first consequence will be increased weakness, because she will, like Germany, have to defend herself on two frontiers at once, and will have roused as a permanent factor in the way of her progress the jealousy of the United States.—London Spectator.

GERMANS AND WATERLOO.

Taking as his text the recent reference of the Kaiser to the battle of Waterloo, Sir Rowland Blennerhassett contributes to the February number of the Nineteenth Century an article dealing with the story of the fight and with the broader question of Anglo-German relations, says the London Daily Telegraph. Referring to the march of the Germans to the support of Wellington in fulfilment of the arrangement made on the eve of the battle he says:

"The action of Blucher was daring in the extreme; and if Wellington had not stood his ground at Waterloo the consequences would have been fatal to the Prussian army. It is untrue to say the Prussians saved the English army from destruction, it is nothing but the most sober truth to affirm that the steadfastness of the British infantry in resisting the attacks of Napoleon saved the Prussian army from annihilation."

Knowing this danger Blucher sent forward two officers, about half past three in the afternoon to observe the situation of the British army. One of these was Blucher's adjutant, Count Nostitz, and the other was Col. v. Pfuel, of the General staff. On his return Gneisenau asked him what he thought the French would do. Nostitz gave it as his opinion that Napoleon would endeavor to keep the English in check, and turn his forces upon the Prussians with a view of securing his retreat. Evidently Count Nostitz did not think that the English army was on the brink of destruction.

Later in the day the 52nd regiment played its splendid part in the defeat of the attack of the French guard, routing one of its columns and fighting its way across the field till it came in sight of some other battalions of the guard halted near the Charleroi-road. Wellington himself, having stopped the fire of a Russian battery which would have impeded the operation, hurled this fine regiment against the foe.

"These battalions of the French guard were routed in the same splendid fashion with which the 52nd had overthrown the former battalions. It was then watching the attack of the 52nd on his guards that Napoleon, seeing the day was lost, turned to Count Flahault and said: 'It is the old story since Crecy.' My authority for this statement is the late Lord Action, who heard it from Count Flahault himself."

Sir Rowland comes to the conclusion that

"Lamartine has summed up in a single sentence the real truth about Waterloo. 'The victory,' he says, 'was won by Wellington; the complete rout which followed was the work of Blucher.'"

THE OLDEST INHABITANT.

Chicago, Feb. 24.—Sofia Cabe, whose birth antedates the revolutionary war, if her assertions were correct, and who was supposed to have been the oldest woman in Chicago, is dead at the home for aged and infirm colored people. She was 129 years of age.

Move Against Vladivostock

Japanese Have Landed In Force To Take Stronghold In Rear.

British Military Expert Opinions On Latest Phase of The War.

SPECIAL CABLE TO THE LONDON TIMES AND VICTORIA COLONIST.

London, Feb. 26.—The report which comes from New Chwang to the effect that the Japanese have landed in force at Possiet Bay, captured the Russian post at Hunchun and are now marching on Kirin, was received with a great deal of interest by British military experts. The report is now wholly accepted there as correct, the belief being general that Vladivostock, and not Kirin, is the objective point of the Japanese movement.

If it is true that Kirin is the objective point, then the strategists are puzzled. Kirin is situated on a branch of the main line of the Manchurian railway about sixty miles from the junction at Cheng Tsi. Southwest of it is the great Russian military camp at Mukden, where is massed the main body of the Russian army in Manchuria. Of course, if the Japanese penetrated as far as Kirin, they would undoubtedly continue to Cheng Tsi and cut the railroad line. They could then use the railroad and proceed southwest to attack the Russians at Mukden, while another force might attempt to penetrate north to Harbin and destroy the monumental bridge across the Sungari river. This would be a blow from which Russia would be a long time in recovering from, and would completely paralyze the railroad.

The generally accepted belief, however, is that the Japanese are undertaking to take up a position in the rear of Vladivostock. The Japanese fleet could then attack the Russian squadron at sea while the land forces could harass the carrison and prevent them aiding the Russian squadron. By this latter manoeuvre the Japanese would be able to protect their line of retreat, which they would not be placed in the position of being between the hammer and the anvil, as they would be if they try to cut the Russian lines in Manchuria in two at Cheng Tsi.

FORGER GOES EAST.

Rossland, Feb. 25.—Detective Rogers, of Trail, left for the East tonight taking with him one D. Thamer, wanted for issuing ten thousand dollars worth of forged notes at Ayr, Ontario. The crime was committed three years ago. The prisoner was located at Spokane recently and came to Rossland to give himself up to the Canadian authorities. The Pinkerton agency located Thamer and induced him to come here. The prisoner is said to be unusually well connected in Ontario.

A DILEMMA.

"What are you doing with all your money?"

"I don't know yet," said the man who had rapidly attained extraordinary wealth. "If I found libraries and colleges people will criticize me and maybe ridicule me. And if I get together a racing stable they will say I am a jolly good fellow, but a lot of them will go broke. I feel pretty hard to be a real philanthropist."—Washington Star.

NO OPPOSITION EXPECTED.

French Canal Company Will Not Oppose United States' Acquisition.

Paris, Feb. 25.—Conversations which have occurred between the president of the Panama Canal Company, and United States Ambassador Porter show that, in the opinion of the former, no obstacles will be placed by the company in the way of the transfer of the concession to the United States. At the Colombian legation the hope is expressed that the United States will delay the purchase of the concession until the French courts pass upon the two applications submitted to them. First—An order prohibiting the company from concluding the sale. Second—An order that the company recognize the right of Colombia to her shares which the company holds passed with the sovereignty to Panama. The courts have fixed March 9th for the arguments.

After an exhaustive inspection of electric railways througout Europe and the United States, a commission appointed by the Swedish government recommended that the state railways abandon steam for electricity as a motive power.

PLENTY OF ROOM.

He (bitterly)—You have no heart.

She—What nonsense.

He—It's the truth. You flirt outrageously with every man you meet.

She—Then I must have a very large heart to take in so many—Philadelphia Ledger.

AGE NOT THE CAUSE.

William Gillette, a skilled yachtsman while cruising in the bay in his yacht, Aunt Polly, met an old salt whom he hadn't seen since his last trip there.

"How old are you?" said Gillette.

"Pretty fair; but a little deaf in my left ear."

"Well, you're no longer young, you know, and——"

"And yo needn't be thinkin' it's are," interrupted the old sailor "sure me right ear's as old as the left one, and I can hear foine in that."—Ram's Horn.

Most fishermen on the French coast avoid going to sea on the first two days of November, owing to a superstitious fear of the "death wind" and the belief that drowned fishermen at that time rise and capsize boats.

Sir Henry Mortimer Durand, British Ambassador to the United States, visited Independence Hall in Philadelphia and took a look at the relics made sacred by that country's forcible separation from the one he now represents. When in front of the declaration of Independence and the old liberty bell he took off his hat and for some moments stood paying silent tribute to them. Sir Henry signed his name, "H. M. Durand, Washington," following those of half a dozen country tourists from Indiana.

Alexieff Makes Official Report

Telegram to Czar Describes the Japanese Attack Last Thursday.

General Pflug Also Gives an Account of the Night Attack.

St. Petersburg, Feb. 27.—2 a. m.—A copy of a telegram from the Viceroy of the Far East, Admiral General Ad