Along the Waterfront

Last of Sealing Fleet Ready to Sail—"Red Rock" Re-insured.

Fifty Per Cent. Quoted By London Underwriters on Salmon Ship.

The sealing schooner Libbie cleared yesterday for her coast cruise and will sail this morning in command of Capt. W. Delouchrey. Today the Carlotta G. Cox will be made ready, with Capt. Lavender in command, and she may be the last of the fleet. The Carlotta G. Cox will be the 36th vessel of the fleet to sail this spring, of which fleet several schooners will go across to Japan before returning. The fleet sent out last season included 41 all told, or 39, not including the two Indian vessels, the Annie and Fisher Maid, of the West Coast, to which sealing licenses were granted. The fleet which had been despatched at this date last year was similar in number to that sent out this season. Two other vessels were despatched sealing in February, two in March and two in June, when they went across to the Copper islands. The fleet sent out in 1900 numbered 38, in 1899 29, and 38 in 1898.

The schooner City of San Diego was reported a few days ago, having put in to Monterey to secure a cook. She had secured 50 skins. The City of San Diego was the first vessel of the fleet to sail and is the first to report. The fact that she has been reported will clear up the apprehension entertained in some quarters for the schooner, which sailed from Victoria just before the big gale of December 3. The finding of the nameboard which drifted from the upturned derelict which for the past two weeks has been battering to pieces at Cape Beale, with the letter "O," seemingly the final letter of a name, alone distinguishable, added to the fear that some held for the vessel, and the report from Monterey is, therefore, hailed with satisfaction, for although it was generally regarded heretofore that the schooner was safe, there was some anxiety for her.

The hatch combing which drifted ashore from the West Coast wreck bore the letters "L. Paint 75 tons." The only vessel in the sealing fleet of 75 tons is the Hatzic, and she was in port at the time the wreck was reported, and there is no fear that the wreck is that of a sealing schooner, for she has been generally identified as a lumber schooner.

AT FIFTY PER CENT.

Reinsurance Quoted at a High Rate on the Red Rock in London.

The Red Rock is quoted for reinsurance by the underwriters in London, England, at 50 per cent. This information has been received by a Vancouver marine insurance broker in answer to a cable sent by him to London on the receipt of the news first published in the Colonist of the finding of the life-buoy and some cases of salmon from the Red Rock at Clayoquot. The message from England further reported that while the figure quoted is nominal no underwriting had been done up to Wednesday. It is hardly likely that the reinsurance will be quoted so high on the salmon ship for any length of time unless news of further discoveries of wreckage from the salmon carrier is received. The Red Rock left for London with her 80,164 cases of salmon on November 29 and four days later the destructive gale occurred which sank the Matteawan, the upturned schooner now ashore at Beale and caused other damage.

The fact that the reinsurance of the salmon ship has been posted so high at its initial posting is taken to indicate that insurance men are none too eager to accept risks on vessels known to have been in the storms which have resulted in so many calamities. However, if no other wreckage than the life buoy bearing the ship's name, the few cases of salmon, some hard wood stanchions, and cabin doors, is found, the possibilities are that the price will fall.

The Red Rock is a vessel of similar model to the Ardnamurchan, although owned by a different firm. The fluctuations of the quotations of the reinsurance on the Ardnamurchan as a result of the finding of her salmon on the Oregon coast, are well remembered, and some of the speculators in Victoria and Vancouver who took chances, especially those who took a share when the price stood at 90 per cent., made considerable money. The quantity of salmon found with marks showing that it came from the Ardnamurchan was calculated to be much more alarming than the finds made within the last few days at Clayoquot, and the Ardnamurchan eventually reached port safely, and reported having jettisoned 500 cases. The chances of the safety of the Red Rock seem greater than those of the Ardnamurchan.

HILL'S BIG LINERS.

Each Will Have a Gross Tonnage of 21,000 Tons.

Much interest is being aroused among shipbuilders and owners by the big steel freight and passenger steamers now building for the Great Northern, at New London, Conn., for service between Seattle and Victoria and the ports of China and Japan.

The vessels embody the highest art in their design and construction and are attracting attention of ship builders and ship owners all over the world. According to the Commercial West, these vessels will be each 630 feet long, 73½ feet extreme beam, and 56 feet depth, and have a gross tonnage of about 21,000 tons. They will have an extreme load displacement of about 38,000 tons and will be constructed of the best steel material.

The amount of steel required in the construction of these vessels complete will aggregate fully 28,000 tons, including about 4,500,000 rivets and 40 miles of wire in the installation of their electrical equipment.

Vessels have often to make voyages without a sufficient cargo, and for safety "take in" ballast, but with a double bottom all that is required to be done is to admit sea water without money and without price. These new vessels are of the double bottom type.

There are five continuous decks from stem to stern, all of steel, as follows, beginning at the bottom: Orlop, Lower, Tween, Main and Upper. Below the main deck the cargo is carried, and on the main deck are accommodations for second and third class passengers, steerage passengers, and live stock, as also some cargo.

Above the upper deck are three midship decks for first class passengers, making eight decks in all, including bridge deck. The dining saloon is on the upper deck; the library and ladies' saloon, promenade deck and smoking room are on the boat deck, while the captain has his cabin and chart house on the bridge deck.

The passenger accommodations are all midships and first class in every respect; large, well lighted, and well ventilated. The staterooms are a special feature of attraction. All the accommodations of a first class hotel will be found on board these vessels, including extensive electrical appliances for lighting, heating, fans and power.

These ships are the only vessels that will handle their cargo by electric power. It is interesting to note that all the auxiliaries in these vessels include practically all the machinery outside of the propelling machinery and will be electrically operated.

MARINE NOTES.

Another wreck is reported. The schooner Marietta returned to San Francisco on Wednesday having been unable to reach Suislaw river, her destination, on account of the storm. While off the mouth of the Suislaw river the Marietta sighted the schooner Nettie Sundborg, with both masts gone and bottom up, that vessel having capsized while crossing the bar. Captain Larson and the crew of the Nettie Sundborg were saved, however.

The ship Elizabeth Nicholson, which has been delayed at Vancouver awaiting a tug, was towed to the Royal Roads last night. While she was lying at Vancouver with a cargo of lumber on board for Shanghai, her crew skipped out, and she had a slim complement when she arrived in the Roads. A crew will be secured here for the lumber ship, and she will sail on Monday for Shanghai with lumber loaded on her owners account. The bark Bankburn, the last of the salmon fleet, is expected to arrive from the Fraser with her cargo on board on Monday, and when she has secured her crew here, she will be towed to sea.

Steamer Olympia, which sailed from Yokohama on January 24, is due here on February 8. The Empress of China is due in on the same date, and is due to arrive on the 5th February.

Tug Tacoma arrived at the Outer wharf yesterday morning. She came for orders, which had not been received last night.

YUKON GOLD FIELDS.

A Special Report on the Mining Methods and Auriferous Deposits.

A special Ottawa despatch to the Montreal Herald dated January 24, says:

Henry A. Miers, professor of mineralogy in the University of Oxford, in an official report to the Minister of the Interior, gives his impressions of a visit to the Yukon gold fields along with Prof. A. P. Coleman, of Toronto university, last summer. The principal object of their visit was to study the mining methods and the auriferous deposits of the Klondike district. Mr. Miers deals with the creek and bench claims, the quartz ledges, stone-thawing and fire-setting, steam-thawing, pulsometer-thawing, self-dumping buckets, dredging, hillside and bench claims, and shows that the conditions under which gold is produced in the Klondike have changed very materially and are changing.

Prof. Miers, referring to mining in the future of Dawson, says: "Machinery and organized labor are being introduced, and the camp is no longer a place of camp for the poor man. In fact, ordinary placer mining can only be seen now in some of the low bench claims on Dominion and Bonanza creeks, where the conditions are so favorable that a gravel can, I believe, be worked as low as half a cent to the pan. With more economical methods, employed on a large scale, ground should be profitably worked which has not been rich enough for the early miner. There is also a sense of insecurity about a placer mining region, and I have found outside the country a somewhat widespread impression that the Yukon Territory has seen its best days, and will not long continue to be productive. I must confess that I shared this impression before visiting Dawson. A short stay in the country is, however, sufficient to convince a visitor that, even putting on one side the possibility of quartz mining, many of the properties now worked have many years of life left in them at the present rate, and that a comparatively small portion of even a Klondike district has been worked out.

"It may well be that the extravagantly rich deposits are exhausted, and that no one second stretch of 2½ miles upon a single creek will ever again produce from $25,000,000 to $30,000,000 in gold. Yet even when the Klondike district is exhausted there remains the whole Yukon territory, which is certainly auriferous in considerable areas. The territory has been very imperfectly prospected, and prospecting is very difficult on account of the vegetation. There is no reason why it should not ultimately yield other remunerative gold fields when the country has been opened up.

"Other resources are gradually revealing themselves. Very fair coal is mined at Cliff creek, about 55 miles below Dawson, and has been traced from that point to Rock creek, on the Klondike, and possibly much further to the east. The coal mined on the Yukon, four miles above Five Finger Rapids, is said to be even better. A considerable amount of placer copper evidently exists up the White river, where it is said to be used by the Indians as bullets, and copper ores are reported from various localities, notable "bornite," etc., from the neighborhood of White Horse. Meanwhile there is an opening for honest, determined and industrious men who will confront the usual conditions of the country and be prepared to live and work economically."

FRENCH SHORE QUESTION.

From Shoe and Leather Journal.

The modus vivendi under which the French have continued, since the lapse of the treaty, to exercise their pretensions on the north and west shores of Newfoundland, ceased on December 31st last, and thus far no further arrangements have been made to continue. It is to be sincerely hoped that the island will secure permanent relief from an incubus that has for years retarded her development. From being originally a concession to the French fishermen of St. Pierre and Micquelon, allowing them to land and cure fish caught on the shores of Newfoundland, these French interlopers gradually claimed the sole right to fish along the shores in question, and forbade the inhabitants of the island landing on their own shores. They carried their arrogance still further, and when the lobster industry started, included lobster fishing in these privileges, and compelled the removal of several canneries. Through a desire to avoid conflict with France, and a belief that the matter involved was not of sufficient moment to regard seriously, the injustice has been allowed not only to exist, but to grow more flagrant. It is to be hoped that notwithstanding the untowardness of the situation at present Great Britain will not further perpetuate a state of affairs that is necessarily promoting bitterness and disloyalty in the colony.

Public School Expenditures

Estimates Call for $60,100 Ordinary, and $8,000 Extraordinary Expenses.

Conference With Committee of City Council—An Amicable Arrangement.

The Board of Trustees of the public schools met last night to consider the estimates for the current year. Those present were: Dr. Lewis hall, chairman; Trustees (Mrs.) Jenkins, Drury, Matson, Huggett, Boggs and Superintendent Eaton.

The meeting was resolved into committee of the whole to consider the estimates, with Trustee Jay in the chair.

After careful consideration of the different items, the committee reported as follows:

ORDINARY EXPENDITURE.

Janitors	$3,800
Fuel	1,500
Board Expenses	1,000
Furniture	3,000
Buildings and grounds	2,900
Supplies and misc. expenses	1,500
Salaries	46,400
Total	$60,100

EXTRAORDINARY EXPENDITURE.

Amount required to complete the new High School	$ 8,000
Total estimates	$68,100

The secretary was asked to call upon the City Council, which was in session in another portion of the building, and request an interview for the purpose of presenting the estimates.

The chairman protested against statements made in letters written to the press by Mr. Hooper. The statements were uncalled for and were altogether incorrect. There was no foundation for the charge that the members of the board or the adjudicator knew the names of the competitors before the premium for plans for the High school were awarded.

Trustee Jay also expressed his annoyance at seeing such unwarranted statements made in the press. He was surprised that Mr. Hooper should reiterate his charges after having had the matter fully explained to him by the city superintendent.

Trustee Boggs gave notice that he would move at the next meeting of the board that hereafter a separate account shall be kept for each school showing every item of expenditure during the year.

The board then adjourned to the civic committee room, where the City Council was in session in committee on roads, bridges and sewers, and presented the estimates, with a request that the council should furnish the necessary $8,000 to complete the High school.

Dr. Hall, chairman of the board, explained the circumstances under which the trustees had incurred the additional expenses in the building of the High school, which have already been reported in the Colonist, and went on to show that the trustees had cut down their estimates on ordinary expenditure below those of last year, considering the additional number of teachers employed and the great increase in school attendance.

The Mayor remarked that it was rather late for the trustees to come in with the statement that they had exceeded the amount secured to them by the High school by-law, $30,000. They should have taken the council into their confidence some time ago.

Trustee Jay said they came to the council with a legitimate request, not as supplicants. They were definitely instructed under the Schools Act to provide accommodation for all children of school age, and had they not varied the original plans for the High school so as to give the greatest possible amount of room, the city would have been called upon within 12 months to put up another school building.

Trustee Drury gave a clear, concise account of the difficulties the board had had to contend with in connection with their attempt to keep the expenditure for the construction of the High school within the estimates. They had been assured by the architects that it was impossible to erect a building of the dimensions required for the original estimate, without counting the extras for heating and ventilation, and they had been constrained to stretch a point in order to provide a building adequate to the requirements.

All the trustees had their say on the subject and all had about the same argument to advance. The schools are over-crowded and the only relief for the congestion was to provide all the room possible in the new High school. It was urged also that the extra expense incurred would prove a saving to the city, for had the High school accommodation been curtailed the council would have been called upon in a very short time to provide at least one more school house.

The aldermen held different opinions as to the action taken by the trustees; some held that they had no right to exceed the $30,000, while others, and the majority, held that they were justified in doing so under all the circumstances. There was no difference of opinion as to the necessity of completing the High school; the only question was ways and means. Some were in favor of submitting a by-law to raise the required $8,000, but it was pointed out that if the by-law were defeated, the expense of submitting it would be lost to the civic treasury, and the deficit would still have to be faced.

It was suggested that as a school was badly needed at Victoria West, a by-law providing for one and including the $8,000 for the High school, should be submitted—calling for $28,000 or $38,000.

Trustees Matson and Boggs, while appreciating the necessity of a school in Victoria West, thought it would be unwise to ask for one until the Indian reserve question was settled, as it was hoped that a free site would be secured, thus making a great saving to the city.

Chairman Hall pointed out that the government grant of $1,500 for a High school would be lost to the city if the new building was not completed at once, as the board of education had condemned the present building as a High school.

It was finally decided that the only businesslike way out of the difficulty was to include the extraordinary expenditure incurred by the School Board in the general estimates of the city when the assessment rate for the year was struck; it will necessitate the addition of something less than one mill to the general taxation.

The conference adjourned with that understanding and the trustees retired to their room. The secretary was instructed to furnish a detailed statement of the estimates to the City Council, and the meeting adjourned.

FLYING MACHINES FOR SALE.

New Industry Started by a London Firm.

Anyone may buy a flying machine now—that is, anyone who can afford £950.

M. Santos Dumont's daring flights and the success that has favored the brave have induced the Motor Power Company to make flying machines or steerable balloons for sale. Their production is called the Napier flying machine, and they are prepared to take orders at once. The day of general aerial navigation so long dreamed of in unsatisfied wonder is in sight.

The machine now offered to the public will be, broadly speaking, on the lines of those in which M. Santos Dumont has lately be[illegible] flying gracefully around the Eiffel Tow[illegible]. The balloon is 75 feet [illegible] long by 25 feet greatest diameter, has a capacity of 25,000 cubic feet, and is [illegible] fitted with an air-bag for equalizing the p[illegible]essure. The balloons are to be made by M[illegible] Mr. Spencer, the well-known aeronaut, and [illegible] will carry his guarantee.

There is an under-frame, 50 f[illegible]et long, taking the form of a latticed [illegible] girder, and for lightness it is to be ma[illegible] of aluminium or other suitable materia[illegible]. The engine—the mover, the life of [illegible] machine—is a four-cylinder Nag[illegible] water-cooled petrol motor with electric ignition, giving not less than 14 horse-power on the brake. The connection of the motor with the propelling shaft is by means of a friction clutch as used on motor cars.

The machine is steered either by a rudder or by altering the direction of the propeller.

The lifting power of this rapid airship is about 1,400 lbs.—after subtracting its own weight.

Mr. S. F. Edge, director of the company, divides the 1,400 lbs. as follows: Weight of the motor and driving gear, about 500 lbs.; frame, about 300 lbs.; sundries, tanks, petrol, water and so on, 230 lbs.; and it is estimated that the aeronaut would himself weigh something like 170 lbs., and would take 200 lbs. of sand up with him.

M. Santos Dumont, who has returned to Paris, in speaking of the army balloon factory at Aldershot, said that it was in full activity. He regarded the vast camp at Aldershot as a splendid field for the rapid perfecting of the steerable balloon, and believed that Col. Templer and the Engineer corps at Aldershot were doing their utmost to solve the problems which attended the application of "the science of the air" to military requirements.

ENTRY OF THE CHINESE COURT

Further Particulars of Brilliant Scene When Empress Reached Pekin.

According to news brought from Shanghai by the steamer Iyo Maru, which arrived from the Orient yesterday, the entry of the Chinese court into Pekin was a grand spectacle, a veritable feast of color, the keynote of which was yellow. According to those who witnessed this wonderful procession, with its many strange features, it was the most striking spectacle the Middle Kingdom has seen. From the time the entry took place from the outskirts of the city of Pekin, the cortege passed through lines of kneeling soldiery, who were bent down on one knee and, although they prostrated their heads, they held their rifles at the present. At the head of the procession were many incense-bearers, swinging their strange bowls, carrying banners, odd-looking flags, canopies and chairs of red, yellow and gold, on which were the strange gods. Musicians walked behind tom-toms, carried by Chinese in bright garments, and then came bands of bannermen, whose large flags gave the cortege a most picturesque aspect. Other soldiers carried tridents, spears and the arms of the Boxer, while many others—the majority—were armed with the modern rifle, which they carried at the shoulder, after the manner of the foreign soldiery.

A large number of officials, including Yuan Shih Kai, splendid in his yellow jacket, and with his large suite about him, followed the troops. The varied colored umbrella of the officials, spears of the escort and many colored flags were bright indeed. The cortege was practically a crescendo of color, which terminated in the figure of the young Emperor, who sat back in a sort of half-open sedar chair, carried by coolies. He lay back and could hardly be seen by those who watched the procession, but those who caught sight of the deposed ruler say he was very pale and seemed ill. The Empress Dowager reclined in a similar chair, carried by a large number of bright-colored Chinese, and the Chinamen bowed low as her chair passed. Prince Chun and other officials, major and minor, followed the sedan chair of the Empress.

The spectacle was bright with color, but the dominating tint was yellow. Between the temples at which the Empress Dowager and suite were to worship was a large open space, and this had been covered with yellow sand, on which the sun shone brightly. A chilly wind was blowing from the desert across which the imperial train with its yellow dragons on the engines was drawn to the Chunmeng gate.

A large number of foreigners witnessed the pageant; in fact, it was the show of the season to their minds, and posted at vantage points on roofs, in windows and on the walls, they snap-shotted the procession. Some enterprising camera men set up their tripods alone the line of march and coolly photographed the pageant, without causing a riot, as would have been the case before the fall of Pekin. A large number of foreigners were posted on the walls of the big city gates, and the Empress Dowager bowed formally to these, as she did to other foreigners seen along the line of march. The Emperor bowed often as his chair passed the foreigners.

RED SEA PIRATES.

Flourishing Now as in the Good Old Days.

From the Madras Times.

News from Aden tells that pirates, as in the "good old days of old," are troubling the coastwise shipping, and the stretch of Arabian water between Hodeida, Kunfadah, and up to Jedda is not safe. There are three Turkish warships cruising along the Arabian coast, supposed to be doing special sea police duty, but piracy is still going on. To anyone who knows aught of the methods of the Turkish men-o'-war commanders this will not be astonishing. The latest case reported is that of a sambook which left Hodeida for Kunfadah, loaded with piece goods and merchandise worth about $21,000 and $12,000 in cash. The crew numbered fourteen, and there were twelve passengers. While anchored for the night, according to custom, in a barren place near the coast, not very far from Jaizan, the ship was, at midnight, boarded by two fishing boats, containing twelve negroes armed with large sticks. The negroes fell on crew and passengers, beating them unmercifully, and, having tied up their hands and legs, took charge of the sambook and sailed all night.

The following morning they arrived at a small place on the coast, anchored, and four of them taking money went on shore. They bought sixty rifles and 12,000 cartridges, came back on board, and sailed again all day with their prisoners still tied up. After sunset they came to a place called Towail, on the same coast, which is their home. On anchoring, their friends crowded to the shore and joyfully helped them to discharge the loot. After taking all the cargo, money, provisions, and the crew and passengers' clothes, they told them to clear away with their sambook, giving them only one day's provisions. The leader of this gang, named Ahmed Gobaish, is said to be a well-known pirate and highwayman. He is also the chief of the place. Next day the despoiled passengers arrived at Jeddah, and reported the matter to the authorities there.

There! said Mrs. Cumrox, I guess we have at last eclipsed the Van Flams as entertainers. We are going to have it put in the papers that our recent entertainment cost $40,000. But the Van Flams claim that theirs cost $60,000. Yes. But an affidavit will go with our figures.—Washington Star.

The "Livyeres" of Labrador

Miserable Condition of the Floating Population of North-east Coast.

Know Nothing of Money and Live in the Most Abject Poverty.

St. John's correspondence of N. Y. Times.

The condition of the "livyeres," or permanent residents on the Labrador coast, is every year a cause of anxiety to the colonial government, because in the event of failure of the cod fisheries, relief has to be provided for them, the region producing nothing and there being no stores or depots where food can be procured, while an ice barrier shuts it off from the outside world for half the year. Almost every year a steamer has to be sent along the coast, her hold filled with stores, from which the most needy are supplied, and it is a task calling for the most careful attention and judgment, thoroughly to investigate these cases and apportion the allowances properly.

Labrador is a peninsula of 120,000 square miles, while its population consists of about 5,000 souls, of whom about 3,500 are whites and 1,500 Eskimos. As it is frequented only by the Newfoundland people, it has been under the jurisdiction of that colony for nearly ninety years.

The land seems accursed; it is bare of greenery and living things, a desolate, black wilderness of forbidding rocks and stunted forest growth, as if it had been thrown up in some past age by a volcanic eruption, and the premature cooling caused innumerable cracks in the crust, as the coast is seamed with hundreds of harbors and studded with islands by the thousand. These latter have been chosen, wherever suitable, as defences behind which to place a little settlement, the shelter thus afforded being of inestimable value when the wintry gales blow and the relentless ice-pack sweeps along the shore, destroying everything in its path. But this doubles the danger of navigating the region.

There are over a hundred fixed settlements from Battle to Nain, each having a resident population of five to twenty-five families. They are termed "livyeres" (live heres), to distinguish them from the mass of the Newfoundland fishermen who only frequent the coast during the summer fishing season, and are termed "floaters." It is doubtful if the world has the counterpart of this annual fishery migration. In June each year the inhabitants of the eastern coast of Newfoundland, to the number of some 25,000 people—men, women and children—start for Labrador to engage in the cod fishery. They load their schooners with their household goods, provisions and salt (for fish curing), and make their way to the harbors where they intend to fish, and there they remain until September or October, when they return to their homes again.

During this period the "livyeres" enjoy comparative comfort, for they can rely with certainty on enough food to keep body and soul together. It is when the "floaters" start for home that the misery begins. The "livyere" is always a fisherman, but the poorest of the poor. He takes service with some well-to-do "floater," who provides him with a fishing outfit, boat, hooks and lines, and his catch he exchanges for food and raiment at prices that almost equal those of the Klondike. For his fish he receives only about $2 a quintal of 112 pounds, while for third-rate flour he pays $8 a barrel, sour molasses 60 cents a gallon, and musty tea 60 cents a pound. These form his staple articles of diet, together with cod, herring and shellfish.

Meat in any form, butter, milk, cheese and such like he never sees, from the cradle to the grave. Nor does he know what money means; he never handles a coin, and all his transactions are conducted on the principle of barter, a quintal of fish forming the standard of value. As regard clothing, the "livyere" and his family contrive to get along with perhaps less than any other civilized beings, and that, too, in the face of a thermometer that for eight months of the year never rises above zero.

The further north one goes, the more appalling becomes the condition of the coast folks, and if Dante could have imagined an inferno of ice, the circumstances here existing would have afforded him an the requisite material for a thrilling picture of ever-present misery. Pitched among the rocks in the little harbors are the rude homes of the "livyeres." In many places the fronts of the structures are upheld by posts, while the rears rest on convenient ledges, and ingress and egress are by means of ladders. Timbers securely stepped in heaps of great rocks are tightly wedged against the houses to prevent their being overthrown by the gales, while the roofs are lashed down with heavy ropes, which are to prevent some boisterous gust from uplifting the thatch. Troops of almost naked children gambol about and stare in amaze at the stranger who lands for a closer inspection of the place, and hordes of hungry dogs sniff at his heels, ready to sample his calves at the slightest provocation. Dirt, filth, misery, poverty—these are stamped across the face of every settlement visited.

A place called Boulter's Rock is without exception the worst human habitation that could be met with. It beats Connemara hovels, Achill mud houses, or West Hebrides crofter cottages easily. Imagine an ancient and rotten plank hut, scarcely up to the standard of a decent cow-pen, without door or windows. The "livyere," finding the interior too large, pulled down the ceiling, or part of it, and roughly divided off one end. The inside held a decrepit stove and a wooden bunk or bed-place. The occupants, man and wife, had been married two years, and he had spent the whole time here fishing. Alongside was half a small hut, well grown with grass and moss outside, which they were slowly building to accommodate their anticipated family. Clothes were at a minimum, and of food they had barely enough to prevent immediate starvation. This hovel was perched on a barren rock over a rough harbor.

At Stag Harbor were a mother and seven children—the youngest four months old—and the father and eldest boy were away at another harbor. The woman said that they had only flour in the house for over a month. All they possessed was $40 worth of fish, which they had gone to barter for food for the long winter before them.

Rarely does one see a child with a boot on its foot, and as for the grown folk, their footgear was more an apology than otherwise.

Reaching Nain, which is an Eskimo settlement managed by Moravian missionaries, the correspondent found that they were in no need of assistance, so turned southward again. Each day the weather was becoming worse, and the poor "livyeres" were most pitiable in their distress. There is nothing on the coast to make life endurable to any civilized being, and one cannot but be amazed at the idea of English-speaking people spending a winter there, with such little prospect of anything but starvation as their portion. Of civilized beings who have never offended against the law, there is probably no class so utterly desolate as that which makes its voluntary residence in Labrador. Siberia, no doubt, has regions worse in the infliction which man can endure, but for pure natural discomfort this takes the palm.

The coast has no civil administration. There are no laws, no police, no officials whatever. During the summer months the customs collector, who works along the shore in his revenue cruiser, has powers as a magistrate, and decides the disputes which are always cropping up among the thousands of fishermen located there, but for the rest of the year there is no recognized authority. There is not a road on the whole coast, nor a bridge, nor a public work of any kind. For the eight months of the winter there is no mail except a few letters which are forwarded by way of Quebec, along the north shore of the river St. Lawrence, couriers taking them from point to point, but rarely ever proceeding beyond Battle Harbor. During this period the "livyeres" travel about by means of dogs and sleighs, but their only journeys are in quest of game, which is commonest in the form of rabbits, bears and birds.

There is little or no dishonesty among them, because they have so little to steal, and they all become reduced to the same plane of misery, because if one has a pound of flour it is divided among his needy neighbors. The pitiless severity of winter bears most harshly upon the younger people, the children especially being susceptible to consumption and other diseases induced by their herding together and their wretched food. Until five years ago the condition of things in this respect was much worse than it is now.

About that time the English people were aroused to a sense of the misery endured by the thousands of Newfoundland fishermen during their sojourn on Labrador, and a branch of the Mission to Deep Sea Fishermen was formed on this bleak coast. This mission was originally established to work among the North Sea fishermen, and when its well-organized philanthropy made itself evident on Labrador, it was an incalculable benefit, to the women and children especially.

The industry of the coast has ceased to be sufficiently productive to insure a living for the settlers; the geographical situation of the territory precludes the prospect of any of the industries being engaged in, and the only alternative seems to be abandoning the coast to the Eskimos.

FACTS ABOUT FINLAND.

Observations of a Recent Visitor to That Country.

From London News.

Those who may still be under the delusion that Finland is a sort of swamp of tar and timber, pervaded with an odor of fish oil, should read Mr. Harry de Windt's "Finland as It Is," just published by Mr. Murray. The Grand Duchy—as everybody who has traveled in it can testify—is one of the most attractive and advanced countries in Europe. Much of its scenery is lovely in the extreme. The country is a sportsman's paradise. It is within easy reach, and its railway fares are the cheapest in the world. Says our author: "You may obtain a circular ticket over the whole Finnish railway system for about 30 shillings, and thus travel 1,700 miles for the price of a return ticket between London and Hastings." It is an instance of the irony of history that the home rule independence in February, 1899, should at this time, in respect of education, intelligence, industry, character, the arts and the graces of civilized life, be far ahead of the Empire into which it has been absorbed. Finland prospered greatly under the home rule system granted to it in perpetuity by Alexander I. in 1809, the year of its annexation to the Russian empire. Nicholas I assailed the liberties guaranteed to the Finns, and retrogression set in. Revival followed the restoration of old rights by Alexander II. and his successors. Nicholas II. has completed the work begun by the first of his name; and one of the results has been an increased volume of emigration to America. It is a sad story, the cramping upon the liberties of a little nation of between two and three millions, who have been the most loyal of the Czar's subjects. Race hatred is now seen to be one of the fruits of the manifesto of 1899. "Russians in Helsingfors are rigorously excluded from social functions, or from any entertainments organized by Finlanders." Mr. de Windt repeats a story, which we have heard before, to the effect that "at a ball recently given by the governor of Finland, Gen. Bobrikoff, on the occasion of his daughter's birthday, that young lady was compelled to sit out the whole evening, and eventually retired in tears from the ballroom." Helsingfors, the capital of Finland, is one of the most fascinating places in Europe. The author is enthusiastic in the praises of the beauty, enterprise and culture of this admirable Finnish city. Helsingfors has its university, with a thousand students, including women. Many of these women students have graduated in science, art and medicine.

"It seemed strange at first to see young girls walking about in white velvet caps, like those worn by the students at Bonn and Heidelberg, but the women of Finland have reached a stage of emancipation as yet unknown in any other country. They have, it is true, no political rights, but are frequently employed in government service, while as regards mental and even physical employment there is very little difference between the sexes. * * * The women here are certainly as well, if not better, educated than those of any other European country. They are well-read, musical and artistic, generally acquainted with two or three languages, and thoroughly posted in the home and foreign topics of the day."

However, the ease with which divorce may be procured in Finland is worthy of the most "advanced" of American States. If the husband disappears for a year the wife has simply to advertise for him thrice in the papers, whereafter, if there be no response, she is free to remarry. The same law holds good in the case of a deserted husband. Our author, who is benevolently desirous of introducing health and pleasure seekers to a "play-ground" that is all but untrodden, supplies an appendix containing references to hotels, as well as to places of business and depots for sporting equipments. It will astonish most people to learn how variously and completely the smaller Finnish towns are provided with the requisites and even the luxuries of the civilized West. Helsingfors is a sort of miniature Paris In the little town of Vasa the shops are distinctly good, far better than those usually found in an English town of the same size and importance. In the principal streets you can purchase anything from an automobile down to a celluloid collar as easily as in London or New York, and at much the same price."

The touring agencies of England have not established themselves in Finland, but in Helsingfors there is a native body known as the "Finnish Tourist Association," especially organized for the guidance of foreign travelers.

Doesn't it seem much stranger than driving a horse? inquired the girl she had out to ride.

Yes, admitted the girl who owned the automobile and was running it. I haven't yet gotten over the feeling that I ought to push on the lines.—Brooklyn Eagle.

The American Bible society made a good showing last year, its 85th. The total issue of the year was 1,554,128, an increase of 147,327 over last year.

TIRED OF LIFE.

John McKeever Put an End to Himself.

New York, Jan. 30.—John McKeever, who, with his brother Alexander, owned the Colonial hotel, as well as several saloons and cafes in this city, was found dead in a fashionable uptown hotel today, having committed suicide, using a revolver. He left his hotel Tuesday morning and had not been seen by any of the family since. It was only through the finding of the farewell note which he had written, and in which he gave his house address, that his identity was discovered. Mr. McKeever was prominent in political and sporting circles. The note which he left said: "I am sick and despondent and hope all my friends will forgive this rash act."

The Fire Sale At the Arcade

Large Crowd of Bargain Hunters Throngs the Big Emporium.

All Day Long the Store is Filled and Sales Large.

The charge of the Light Brigade may have made history at one time, but this historical event must "go way back and ——" when the charge of the bargain-hunters is recorded. For two hours they formed in squads, the crowd ever growing, outside the front doors of Victoria's big departmental store, Spencer's Arcade, and when mere man wended his way to store or office on Government street yesterday morning, the crowd awaiting the opening of the doors was great. Feminine Victoria had been looking forward to that moment and was there in numbers. At 9:30 the signal was given, the doors were thrown open and the great fire sale began, which will continue until every article of the stock valued at $350,000 has been disposed of at prices which show a very sweeping reduction from the prices asked prior to the fire.

When the doors were opened there was a forward lurch of the crowd, mostly of ladies, although a few men were interspersed, and the burly form of a policeman who essayed to have the ladies file in through the doors, was swept aside, the plate glass panel of the door was smashed by reason of the fact that the crowd behind had pressed those in front forward against the glass, and the door's hinges were sprung. It was a great rush—this rush of the bargain-hunters. In a few minutes they crowded the store. They were here, there and everywhere, upstairs and down, standing before the piles of dress goods, of cloths, of underwear, white wear, ribbons and all the other articles of desire in the mind feminine. They were upstairs examining the tickets on the furniture which has passed through the fire, and was more or less tarnished, fingering the carpets, curtains, table covers, etc., or among the piles of boots, etc. The bargain-seekers were everywhere, and when the store was filled, the doors were again closed, and another crowd was formed at the front door reaching to the street. Thus it was all day yesterday.

The system in preparation for the big sale has been thorough and all the goods are properly ticketed with their sale price, which is usually 50 per cent. below the former price on goods which show no damage, and much less where the marks of the fire or the smoke are evident. The piles of underwear, hosiery, ribbons, cloths, white-wear, boots and other things were arranged in box-like apartments on the many counters, and an army of extra salesmen and salesladies together with the old staff of the store, were in attendance behind the counters. A day long the throngs stood before the counters, and as boxes were depleted of their bargains and the cash paid—for it is a cash sale—more goods were brought to replenish the emptied boxes. And thus it went on. The business done was enormous, for all day the bargain-hunters crowded into the store, crowds outside awaiting their opportunity to enter, when the doors were re-opened at intervals. Outside, four constables kept a small passageway for pedestrians, but the entrance to the store was continually crowded.

The entrance was at the front door, the exit on Broad street, and the number of ladies who struggled from the crowd purse in hand, were seen in little groups coming from the Broad street door with parcels galore, and the conversation with their friends was all relative to the "bargain I got in that mantle," or "Didn't I get that suit cheap?" and so on. Nearby the wagons and trucks—extra rigs had to be secured—were continually loading. It was evident that a large business was being done—in fact, in one department (the carpet room) over 4,000 yards of carpet had been sold by noon.

The two floors of the big store were the scene of lively gatherings throughout the day, and the opportunity given to the shop-lifter was evidently not overlooked. There were several instances of where the woman with the big cape tried to get away with various articles when she thought the gaze of the clerk was removed. It was not always the article of value that the kleptomaniac tried to make for in several instances the clerks stopped women from stealing string bags and other goods being sold for two bits. All those caught were made to return the goods taken, and no arrests were made.

Of course the main floor, where the smaller articles and the staple articles of wearing apparel, etc., were on sale, was the most crowded, but the furniture rooms, carpet room, millinery department, boot and shoe counters and other departments were well filled, and the sales were brisk. Before noon a large number of the articles of furniture were bearing the word "SOLD," and still there were bargains. Here was a fine secretaire, whose varnished front had been slightly blistered by the heat, and it was offered for sale at perhaps a third of the cost, in consequence of this damage; there a handsome bureau, dressing table, cheffonier or sideboard, whose varnish had been slightly blistered or discoloured, was ticketed at a low price, and, as was to be expected, the sales were quick. Those who came earliest got the best bargains. Oh but it was a great day for the ladies who had looked forward to the bargain sale!

It will be many days before the stock has been cleaned up to allow of the new stock now being purchased in London by Mr. Chris Spencer, one of the members of the firm, being put on the shelves in its stead, and although there was an enormous sale yesterday, on the opening day of the great sale, there will be equally as many bargains as those of yesterday offered today and for many succeeding days, for it takes some time to clean out a stock whose value is $350,000, even at a greatly reduced price.

Today and on Monday more goods will be placed on sale, for on Monday the large stock of linoleum, of linen staples, of handkerchiefs and of ribbons, will have been ticketed and placed on sale.

LEGAL NOTES.

Yesterday's Proceedings in Appeal and in Chambers.

The Full court was occupied yesterday in hearing the case of Wilson vs. The Canadian Development company, an appeal from a judgment of Judge Craig's granting $28,000 damages to the plaintiff, for breach of contract on the part of defendants in failing to deliver goods shipped from Victoria to Dawson during the Klondike rush, within a reasonable time. Defendants contended that they did not guarantee to deliver the goods at Dawson during the season of 1899. Defendants were represented by Messrs. Bodwell & Duff, and Messrs. Fred. Peters and A. G. Smith appeared for the plaintiff.

Mr. Justice Walkem presided in chambers and disposed of the following applications:

Robinson vs. Okell & Morris Canning Co.—Application for judgment under order xiv. refused, with costs to defendants. Griffin for plaintiff, Cleland for defendants.

Richardson vs. Richardson—Application to file supplementary petition for divorce, granted. Griffin for petitioner.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.

FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FO