Favor A Light On Trial Island

Special Meeting of the Board of Trade Discussed Navigation Aids.

Many Letters From Pilots and Captains Read Endorsing the Scheme.

(From Saturday's daily.)

Last evening a special meeting of the Board of Trade was held in the large hall at which the following members were present: President Todd, Messrs. Gutmann, Morley, Sehl, T. W. Paterson, M. P. P., Okell, Flint, Boggs, Walker, Shallcross, Hanna, Hardaker, H. Dallas Helmcken, K. C., Carter, Erskine, Stemler, Lugrin, Machin, Henderson, Munn, Quagliotti, Laird, Huston, Bagshawe, Capt. Clarke, Dr. Milne and the secretary.

A. J. Morley, in the absence of Chairman Redfern, reported progress of the special committee re harbor commissioners, and said that the committee was in communication with the different harbor boards throughout the country and would fully report at a later date.

C. H. Lugrin, as chairman of the committee re railway via Bute Inlet, reported as follows:

To the President and Members of the Board of Trade:

Gentlemen,—Your committee appointed to carry on correspondence with regard to the construction of an all-Canadian line of railway to the Yukon, beg leave to present a second report.

The circular letter and resolution referred to in their previous report was widely distributed, and a number of acknowledgements have been received. Among the persons replying are: The Rt. Hon. Sir Wilfrid Laurier, the Hon. Richard McBride, the Hon. Senator Templeman, the Hon. Senator Macdonald, the Hon. Mr. Commissioner Congdon, the Hon. Minister of Railways and Canals, Mr. Ralph Smith, M. P., and Mr. W. J. Bowser, M. P. P., and Mr. A. H. B. Macgowan, M P. P.

The New Westminster Board of Trade sent a copy of a resolution passed by that body along the same lines as that adopted by this Board. The Atlin Board of Trade also sent a resolution very strongly endorsing the proposal. The Vancouver Board of Trade replied that the matter was in the hands of a joint committee of the Board and City Council. The city clerk of Vancouver, sent a copy of a resolution very strongly endorsing the construction of an all-Canadian line to the Yukon, but urging that such a line should be constructed from Vancouver. These letters and such others as may be received will be laid upon the table of the Board at a future meeting.

The committee ask leave to make a further report.

The request was granted.

Mr. Lugrin also reported as follows and the request for leave to make a further report was granted:

To the President and Members of the Board of Trade:

Gentlemen,—Your committee to whom was referred a resolution of this Board relating to the establishment of connection between Victoria and a trans-continental railway by way of Seymour Narrows and Bute Inlet, beg leave to report that they have met and taken steps towards ascertaining what companies have been incorporated with power to build such a line. They also appointed a sub-committee to correspond with the Canadian Northern Railway Company, the promoters of the Grand Trunk Pacific and others, and another subcommittee to get together information already compiled and bearing upon this subject.

George Carter reported having sent a copy of the following letter to the various pilots and captains and read the replies appended:

The suggestion has been made to this Board that a light and fog-bell should be established on Trial Island. We will be much obliged therefore, if you will kindly communicate as fully as possible what special advantages would be derived from the light and fog-bell on Trial Island, there being lights already in that vicinity, viz: on Discovery Island and Brotchie Ledge.

We shall be much obliged if you will make your reply as full as possible, as before the Board moves it will be necessary to be armed with the strongest possible reasons why the suggestions made should be put into effect.

The harbor master's reply was as follows:

In reply to your favor of the 4th inst., I beg to state that I do not wish, in this letter to draw comparisons as to the value as aids to navigation, etc., at lighthouses situate at some of the more prominent points on the West Coast of this Island, and a light and fog station on Trial Island. Undoubtedly the latter would be of great service in the navigation of these waters, as the light would show over an arc of more than 270 degrees. It should be remembered in this connection that in one or two instances vessels coming from the Straits of Haro towards the Royal Roads and Victoria against a flood tide and in fog after passing Discovery Island have been set so much out of their course by the tide, which naturally takes the vessel to the port bow, and runs very strongly here, that they have gone ashore on the east side of the island. Fog signals would undoubtedly have prevented these accidents. It might be noted too that range lights might be placed here so as to be of great usefulness to vessels navigating the inner channel during the night as a vessel coming through Enterprise Channel might steer to the eastward until the lights were in one bearing about N. by E. ¼ E., and S. by W. ¼ W., which would clear Mouatt Reef and Brotchie Ledge, and lead to the fairway of Mayor Channel, or the range might be on a bearing of about W. ¼ E. and S ¼ W., leading through Mouatt Channel, but I do not think this is to be recommended.

CHAS. E. CLARKE.

The secretary of the Vancouver pilots wrote as follows:

I am now in a position to reply to your letter of January 27th, with enclosure, which is a suggestion that a light and fog-bell should be established on Trial Island. I have interviewed the following pilots of this authority, Ettershank, Bridgman, Jones and Patterson, and they have instructed me as follows:

That the light proposed to be placed on Trial Island is very necessary, but same must be a distinctive light; distinct from all others in that vicinity. There are many white lights in this locality. They think the light should have with it a good fog-signal, not a bell, as a bell would often not be heard, owing to the noise made by very heavy tides which run off this island.

While on the subject of lights the pilots ask me to point out that a good light is absolutely necessary on the Sand Heads of the Fraser river; but maybe you will permit me to point out that it is my intention to soon bring this matter up before out Board of Trade, as secretary of the Pilotage Authority, and ask your Board and the Westminster Board to confirm and endorse the request, which will come as from the pilots of this Authority, to which the Fraser present belongs. If there is any thing further I can do in this matter please let me know. I learn that Pilot Robertson, who is at present on duty on this station, has written you direct on the subject.

C. GARDINER JOHNSON,
Secretary.

From the New Westminster Board the following was the answer:

Your favor of 22nd inst. received. Regarding the proposition of the light and bell on Trial Island, I must say that I am certainly in favor of the proposal, as the signals on Discovery Island and Brotchie Ledge are practically no use when navigating the inner channel. I would suggest a Daboll trumpet instead of a bell, as a bell cannot be heard far with falling snow. It would benefit the ocean mail steamers, besides being a great help to the local mail steamers, and small vessels towing booms of logs and scows, as the strong tides which always prevail in this locality soon set a vessel out of position, and when thick weather sets in suddenly the navigator is anxious to know the bearing of this turning point, so that he can get the valuable property entrusted to his care to a place of safety.

Altogether I cannot express myself too strongly in favor of this light and fog signal—the benefit it would be to all navigators in these waters.

I have placed your letter before my brother pilots and doubtless they will also communicate with you.

GEO. W. ROBERTSON,

Yale and New Westminster Pilotage A.

Capt. Hickey had the following to say:

In reference to yours of the 20th inst., regarding a light and fog-bell on Trial Island. I might state that it would be of great value for vessels arriving and leaving Victoria. Trial Island is the place we must make so as to get a departure for Brotchie Ledge, and if it is thick, dirty weather, it is very hard to pick up and sometimes endangering ourselves.

C. J. HICKEY,
Master.

The captain of the Charmer wrote as follows:

In reply to your letter re light and fog-bell on Trial Island, I would state that it would be a very good thing to have. Trial Island is a most awkward place to locate in a dense fog for vessels both leaving Victoria bound up the Haro Straits round Discovery Island and coming from Discovery Island bound to Victoria. Vessels bound to Victoria from the Sound, and from Victoria to the Sound (in dense fog) would also find it very useful, as, against a strong flood coming from the Sound a vessel is very liable to get set too close in to Trial Island. The horn on Discovery is not much use in that particular case, as the ordinary course takes them wide of Discovery. Under existing circumstances coming from Discovery to Victoria and vice versa, we have to steer a wide course off Trial Island and trust to distance run to clear it. They would be good things to have under any circumstances, but what is really urgently required is an efficient fog horn somewhere in the vicinity of the Outer wharf. At present the only sound we have to guide us approaching Victoria harbor in foggy weather is the electric horn on Brotchie Ledge, which is almost useless, as it can seldom be heard at a distance of more than 200 or 300 yards, and very frequently when it is most required, it is not working at all. The fog-bell on Behrens Island (Victoria harbor lighthouse) can only be heard a very short distance; also the bell used at the Outer wharf. These fog alarms are all particularly inefficient if there happens to be any wind at all from the southward. As you are aware, the only horns in the vicinity are located at Race rocks and Discovery Island (both good ones) but there is absolutely nothing to guide a vessel approaching Victoria harbor in a dense fog from either direction or from the Sound. In clear weather there is no difficulty, as the lights on Brehren's island and Brotchie Ledge are sufficient and can always be distinguished from the shore electric lights (particularly when there is moonlight.) In fog, approaching Victoria it is particularly awkward when the tide is running strong ebb, as it is an easy matter in trying to pock up Brotchie Ledge to drift past it and fetch up around Esquimalt harbor.

A light and bell on Trial Island would undoubtedly be a great help, but an efficient fog horn somewhere around the entrance to Victoria harbor is really a necessity.

J. D. GRIFFIN,
Master.

Mr. Morley reported as follows:

Your committee appointed to consider what action should be taken on the question of holding periodical conventions of the Boards of Trade of the province, begs to report as follows:

The committee does not consider it advisable than an attempt should be made to hold such a convention at the present time, but in lieu thereof, it submits for your consideration without recommending the same, the following suggestions, viz: That proposals be made to the various Provincial Boards to adopt a system of interchange of views by correspondence, thus keeping the Boards in continuous touch with each other and thereby facilitating prompt action on all important matters:

To carry out this plan it would be necessary to choose a central secretary whose duty it would be to notify the various Boards of all matters remitted for discussion, and to keep a record of the action taken thereon.

It might also be advisable that the Boards who might come into this proposal should agree that where two-thirds of such Boards agree as to the action to be taken on any specific matter such action shall be considered unanimous.

The following resolution was carried unanimously:

That the report be received and filed and that the council be requested to make use of the most opportune time in the near future to propose to the Boards of Trade of the province that a convention be held at Vancouver at a given date, to consider the Assessment Act and such other matters as affect the general commercial interests of the province.

Be it further resolved, That a special committee of three be appointed to perfect a method of correspondence whereby the Boards of Trade of the province can unite action on all matters affecting the general commercial interests of the province, and that the council be requested to further this plan as soon as perfected.

In response to a question from Mr. Rowland Machin, the secretary informed him that the reception committee would assist at the forthcoming convention of the Provincial Mining Association.

The meeting then adjourned.

Only Three Ships Intact

London, Feb. 19.—"An American squadron is expected here," telegraphs the Chefoo correspondent of the Morning Post under date of February 19th, "and it is reported that the Americans intend to land a force of marines. There are rumors of possible trouble with Germany, who claims exclusive rights in Shan Tung. Only three Russian warships at Port Arthur remain intact.

LOOK ON THE BRIGHT SIDE.

The sufferer from nervous exhaustion is generally blue and discouraged. He looks on the dark side of things and fears paralysis, locomotor ataxia or insanity. All this is changed by the persistent use of Dr. Chase's Nerve Food, which gradually and naturally rebuilds and revitalizes the wasted nerve cells and instils new vigor and energy into the whole system.

Seventeen candidates are to be expelled from the Teachers' Seminary in Marienburg, West Prussia, on the ground that they are "deficient in moral character." All the candidates expelled were about to enter for the final examination for certificates as government school teachers, for which they have been several years in training. Their offence is the formation of a society for carrying out practical jokes of the most outrageous character. Some of them, it is alleged, obtained admission to the directors' room by means of a false key and forged certificates, to which they added the names of the directors. Criminal proceedings are to be taken.

The Rt. Rev. P. J. Garrigan, Catholic Bishop of the see of Sioux City, in his lenten letter to the priests of that diocese, says: "The most threatening menace to home and church and state in our time is the looseness of the marriage tie. Marriage is indeed the most sacred, the most vital, and the most inviolable contract that can be entered into by man. This is true of the natural contract as well as of the Christian sacrament of matrimony, for it is the corner-stone of the social fabric, and the pure well spring of public and private morality. Divorce is the curse of our age. It is un-Christian and immoral. Born of irreligion and sensuality, it is fast undermining the foundations on which church and state rest."

COMFORT FOR THE AGED.

Judging from the letters of people up in years there is no medicine which so promptly frees them of aches and pains and insures regularity of the liver, kidneys and bowels as Dr. Chase's Kidney-Liver Pills. Even when all other means have failed old people can turn to this great medicine with full assurance of relief and cure.

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EYE WITNESS DESCRIBES BATTLE OF CHEMULPO

Correspondent of The Associated Press Gives a Graphic Account of The Sinking of The Russian Cruiser Variag.

RUSSIANS ARE CONCENTRATING AT HARBIN.

St. Petersburg, Feb. 19.—A Russian correspondent of the Associated Press who witnessed the naval engagement at Chemulpo on February 8th, has telegraphed the following account of the fight from Shanghai, where he arrived with the survivors of the Russian ships on board the French cruiser Pascal.

A Japanese squadron, consisting of six armored cruisers and eight torpedo boats arrived off Chemulpo harbor. Admiral Uriu, commanding the Japanese squadron, requested the cruiser Variag and the torpedo boat Korietz to put out to sea, threatening otherwise to attack them at their anchorages. A protest was made by the captains of the French cruiser Pascal, the British cruiser Talbot and the Italian cruiser Elba. The captain of the United States gunboat Vicksburg alone refrained from protesting. The heroism displayed by the crews of both Russian warships so impressed the foreigners present that many of them wept, believing the Russians were going to certain destruction. As the Variag and Korietz steamed back of the foreign vessels, the crews manned the sides and cheered continuously and the strains of the Russian national anthem accompanied the Russian sailors as they went into battle.

As soon as the Russian ships approached the mouth of the harbor the Japanese poured their fire upon them. Every gun took part in the terrific cannonade, which lasted for one hour.

At one o'clock in the afternoon the Variag, severely damaged, and the Korietz returned to their anchorage.

The Russian officers and crew behaved splendidly. Three times flames broke out on board the Variag while she was under fire and each time they were extinguished as cooly as if the men had been at drill.

The holes made in the Variag were stopped up. Both starboard and port bulwarks on the Variag were destroyed. Her guns were crippled and her hull was riddled with shot. Thirty-three men on board of her were killed, including Midshipman Count Nirod. The Captaf of the Variag was bruised. The Korietz suffered no injury. The Japanese squadron lost many men. Two Japanese cruisers were severely damaged and one torpedo boat was sunk.

For four hours, the correspondent continues, we remained in the harbor, expecting the Japanese to enter and renew the attacks. The injuries of the Variag made it impossible for her to fight any longer, and in order to prevent the Japanese from getting the vessels they were sunk and the tender Sungari was burned.

All the Russian survivors of the engagement were taken on board the foreign warships present, excepting the Vickeburg. The Japanese admiral demanded the surrender of these men as prisoners of war, but the foreign captains refused to do so. People here are eloquent in their praises of Capt. Roudnef of the Variag, who after inflicting all the damage he possibly could on the enemy sank his own ships.

There is no question of Russia making a protest against the Japanese admiral's attack as being a breach of Korean neutrality, as Korea being occupied by Japanese troops, has lost her neutrality.

The official report of the Chemulpo fight gives the losses on the Variag at one officer and thirty-three men killed, two officers slightly wounded and seventeen men severely wounded. There were no losses on board the Koreitz. The officers and crews of both ships behaved nobly.

"RAH FOR THE THUNDERER."

"The Russian government today abolished the censorship upon all news and other telegrams going abroad. The lifting of the embargo which has existed for generations upon the free transmission of news from Russia came as a direct result of consideration of the subject by the Czar. In some respects the action is regarded as the most important act since the emancipation of the serfs.

Under a regime allowing perfect freedom to the foreign press it is believed that Russia will soon cease to be constantly subject to underground attack.

"For years," said a prominent official today, "our country has been the victim of every imaginable slander and misrepresentation because it was known that telegrams addressed to foreign news service went around the hands of the Russian censor. Any story, no matter how baseless or exaggerated, that was sent surreptitiously across the border was accepted abroad as true because the government would not put its official stamp upon it. Regular anti-Russian news factories have been in operation in Berlin and Vienna, and these have spread the most absurd and preposterous libels. Every act of the government has been distorted. Insignificant student affairs or workmen's riots, have been magnified into great movements of popular discontent until certain portions of the world have been led to believe that Russia was perpetually on the eve of a great revolution.

"Some English newspapers especially have conducted systematic campaigns against us. Moreover, the fact that despatches were censored has often been interpreted as semi-official authorization when, perhaps, they in no sense represented the views of the government. Hereafter the correspondents of foreign newspapers will be untrammeled. We expect to see Russia presented in her true light. The opening of the flood gates may result in the evilly disposed stirring up as much mud as possible at first. We are not afraid to have the light turned on."

Foreign telegrams until recently were subject to censorship at the ministry of foreign affairs, but since the death last fall of M. Gretch, who was at one time connected with the Russian embassy at Washington, the censorship has been temporarily under the ministry of the interior.

News telegrams addressed to foreign sources originating in the different parts of the empire, Vladivostock for example or Odessa, were formerly telegraphed to St. Petersburg to be passed on. M. Pleve, minister of the interior, and Count Lamsdorff, the foreign minister, both joined in the recommendation that the censorship be abolished ("Rah for the Thunderer, rah"). The internal censorship is to be retained, but foreign despatches are to be entirely free.

Inasmuch as a state of war exists, telegrams from the theatre of hostilities will be subject to the same kind of military censorship enforced in all countries under similar circumstances.

MAP SHOWING POSITION OF HARBIN

MAP OF MANCHURIA RAILWAY THE SIGNAL TRIUMPH OF M WITTES POLICY

Interior View of Gold Hill Fort, Port Arthur.

PREPARING FOR THE SEIGE.

KUROPATKIN FOR COMMANDER-IN-CHIEF

War Minister Will Take Charge of Active Operations in the Far East,

St. Petersburg, Feb. 19.—War Minister Kuropatkin, who is going to the Far East, will be appointed commander-in-chief of the army operations there, and Vice-Admiral Makaroff, who is now on his way East on a train, which is expected to reach Port Arthur in ten days, breaking all previous records, is to be commander-in-chief of the navy.

Rear-Admiral Jessen has been appointed to succeed Rear-Admiral Ewald Von Stackelberg, commanding the Vladivostock squadron. Rear-Admiral Jessen has the reputation of being a bold sailor. He will leave St. Petersburg at once. There is no advice that Vice-Admiral Alexieff will not retain the viceroyalty in the Far East. It is possible that the active direction of officials' movements may pass out of his hands.

Grand Duke Michael, the Czar's eldest brother and heir presumptive to the throne, and several hundred officers assembled at the Nicholas railroad station

(Continued on Page Five.)

PRESS CENSORSHIP.

Paris, Feb. 21.—The St. Petersburg correspondent of the Echo De Paris, says there has been appointed a committee of seven military and naval officers to censor all telegrams from the seat of war with the object of preventing information useful to the Japanese from getting out.

PLEASANT TO TAKE.

The finest quality of granulated loaf sugar is used in the manufacture of Chamberlain's Cough Remedy, and the roots used in its preparation give it a flavor similar to maple syrup, making it quite pleasant to take. Mr. W. L. Roderick, of Poolesville, Md., in speaking of this remedy, says: "I have used Chamberlain's Cough Remedy with my children for several years and can truthfully say it is the best preparation of the kind I know of. The children like to take it and it has no injurious after effect." For sale by all druggists and dealers.

U. S. WARSHIPS FOR SHANGHAI.

Manila, Feb. 20.—The United States protected cruisers Cincinnati and Albany of Rear-Admiral Evans' fleet, have sailed for Shanghai.

CHAMBERLAIN'S COUGH REMEDY CURES COLDS ON NATURE'S PLAN.

The most successful medicines are those that aid nature. Chamberlain's Cough Remedy acts on this plan. It aids expectoration, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. It not only relieves, it cures effectually and permanently, and is unquestionably the most successful medicine in use for this purpose. It is pleasant to take and contains no opium or other harmful drug. For sale by all druggists.

Mining Leases Cancelled.—An order-in-council has just been passed rescinding the regulations for the disposal of mining locations in the Yukon territory worked by hydraulic mining process. These regulations were adopted by an order-in-council in December, 1898, and amended at different times by subsequent orders. All these orders are now rescinded, and mining will be carried on in the Yukon under placer regulations. Leases which have been granted under these regulations are not interfered with, although a number of parties are in danger of having their locations cancelled through non-compliance with the obligations they have undertaken.

Cannot Be Extradited.—Deputy Attorney-General McLean agrees with A. E. McPhillips, K. C., that Capt. Roberts cannot be extradited.—The boats were not launched within British Columbia territory, or, in other words, within the three-mile limit, although possibly within the line delimiting the island boundary, which was an entirely distinct matter. Furthermore, Mr. McLean said, Capt. Roberts being an American citizen and the Claiam an American vessel the case was placed entirely outside the jurisdiction of the country. Capt. Roberts is now in California, having gone there several days ago.

A Narrow Escape.—A fatal accident was narrowly averted on the steamer Princess Victoria yesterday morning. A ship's carpenter and a seaman had entered one of the tanks of the steamer to dry it out preparatory to doing some painting. They had built a fire from shavings and thoughtlessly used some charcoal to make the fire last. The result, of course, was that they inhaled the gas. Coming under the influence they left the tank. When one got on deck he fell, and striking his head was rendered unconscious for a short time. They speedily recovered.

To Build a Short Line.—As soon as the weather becomes sufficiently favorable for the work to be done, the Wellington Colliery Company will rush a new short line from Ladysmith to the Extension mines.

LIMITED PARTNERSHIP.

Magistrate—Will you take this man to be your lawful husband, love, honor and obey him?

Miranda—Look hyar, judge, I'll 'gree to wash an' iron fer dis nigger, but I ain't gwine ter 'low him ter boss me.—Butte Inter Mountain.

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CLOTHES DRIER
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SALT BOXES
Polished maple, neat and very strong, made to hang up, nothing so useful in your kitchen . . . . . **35c each**

SINK BRUSHES
Steel Wire Pot Brushes or Sink Scrubs, very effective and cleans quickly . . . . . **25c each**

EMERY KNIFE SHARPENERS
Something every housewife should have, sharp knives save time and worry . . . . . **25c each**

PASTRY BRUSHES
A useful addition to the cook's helps. Natty, well-finished brushes, good bristles, polished handles . . . . . **25c each**

KNIFE BOXES
Polished maple, neat, strong and serviceable, looks well and wears well . . . . . **75c each**

MEAT CHOPPERS
An indispensable adjunct to the kitchen, a very great labor-saver, cuts one pound a minute . . . . . **$1.75 each**

POTATO MASHER
Steel wire, heavily tinned, polished wood handles, very simple but strong and effective . . . . . **15c each**

TABLE MATS
Polished maple Folding Mats, oval or square, everlasting-wear and the best to buy, in sets of six. Price . **$1.00 each**

CLOTHES WRINGERS
The American Wringer Company's reliable make, everyone guaranteed for two, three or five years—they wear much longer—according to price. From . . . . . **$4.50 Up**

SEND FOR OUR KITCHEN LIST OF UTENSILS. WE HAVE EVERYTHING FOR THE HOME.

Steamers For Saskatchewan

Local Shipbuilder Leaves Tonight to Build For Hudson's Bay Co.

Steamer Will Also Be Built For the Peace River Traffic

(From Sunday's Daily.)

Mr. Alexander Watson, Jr., one of Victoria's most successful boat builders and a resident of the city of nearly forty years, leaves tonight for Prince Albert on the Saskatchewan river to start construction work on a fleet of light-draft sternwheelers for the Hudson's Bay Company. After Prince Albert, Mr. Watson's next objective point is Fort Vermillion on the Peace river where more steamers will be built. The material for the work will most probably be secured from Winnipeg and the work will keep Mr. Watson away from his home for a considerable time.

Mr. Watson has been very successful with his steamers he has built at this port. He has constructed among others, the Mount Royal, the H. B. C. steamer on the Stickeen river, which left here in the spring of 1901; the Hazleton, the opposition boat on the same river, and the Casca, now operated on the Yukon river between White Horse and Dawson.

Mr. Watson is the elder brother of the fire chief and the honor done him by the Hudson's Bay Company is also an honor to Victoria as a home of capable and experienced shipbuilders.

The Colonist will go regularly to Mr. Watson as before leaving he ordered the paper for a year and he will thus be kept in touch with doings in his home town and incidentally the paper will be read by residents in the far northern wheat country.

Mr. Watson said last evening that there is a saw and flour mill at present operating in the Peace River country, and the district is rapidly settled up and will in a very short time be a very important factor in the wheat raising of Canada.

In connection with the extent of the wheat raising belt of Canada a statement recently made by a United States official will be interesting. He said that if a person took a map of the North American Continent and a pair of compasses and placed one point where St. Paul, Minn., is and the other as far north in Canada as wheat grows, and then drew a circle the arc will touch the Atlantic and Pacific oceans and the Gulf of Mexico. This would undoubtedly infer that Canada possesses the greater bulk of the wheat lands of the continent.

Work at James Bay.—The B. C. Electric Railway Company, which has entered into an agreement with the city for the filling in of the James Bay flats with material brought from Spring Ridge, is making preparations for the speedy carrying on of the work; a commencement is deemed advisable. Just at present C. P. R. engineers are busy with the boring operations at the flats, which are undertaken with a view of ascertaining how deep it will be necessary to go to get a solid foundation. It will be necessary to drive piles to a considerable extent. When a report has been submitted on this point and the area of the foundations described, the work of filling in the surrounding area will be undertaken with vigor.

Denny's Good Work.—The New York Times, in a recent issue, dealing with the manner in which the Associated Press gathers its war news, said, in the course of a lengthy article: "Early on the afternoon of the day of the fight, a despatch of 1,200 words, containing the story of the sea fight at Port Arthur from the lips of eye-witnesses on board the Indo-China steamship Columbia, began to come into the New York office of the Associated Press. It was sent by George Denny, the Chefoo correspondent of the Associated Press. The despatch was printed in full in late editions of the evening papers of this city and elsewhere in the country. The reports of the London morning papers were brief and almost destitute of details."

Ida—Walter has broken the engagement between him and Della.

May—Well, I suppose she is still grateful for the boxes of candy he used to bring out every Sunday.

VOL. XLVI., NO. 2

Choking The Pacific Cable

Action of Commonwealth Authorities Will Divert Australian Business.

Japanese Government Treat With Scant Courtesy Canadians' Applications.

Chaplain of Fifth Regiment Assumes Honorary Rank of Captain.

From our own correspondent.

Ottawa, Feb. 24.—The idea prevails in some quarters that a deliberate attempt will be made to choke the pan-Britannic Pacific cable project to death. It will be remembered that the Commonwealth senate blocked an arrangement with the Eastern Extension Company, granting authority to the rival of the Pacific cable to connect its land lines with all the state capitals and to a relively large for business. The senate rejected the proposed arrangement on the grounds that if granted it would be detrimental to the interests of the Pacific cable project. Premier Laurier suggested that a conference of all the partners in the Pacific cable enterprise should be held to determine what effect the proposed concession to the Eastern Extension company would have. Several months have elapsed since the suggestion went from Canada, but nothing has been heard of the conference. It now transpires that despite the action of the Senate the Eastern Extension Company has been permitted to connect its wires with the different state capitals and as a consequence are grabbing nearly all the business.

The past year was a record one in fish culture carried on under the direction of the commissioner of fisheries. A total of 314,511,500 young fish were put out, an increase of forty millions over the previous year. For the first time the department reared a number of salmon up to the finger-length stage.

For the position of Black Rod out of nearly 100 applications the choice now lies between Capt. Adamson of G. G. F. C. of Ottawa, and Capt. Chambers of the Guildes Corps, Montreal.

The statement published here that the Japanese government has accepted the services of a number of Canadian nurses is absolutely without foundation. The Japanese did not even acknowledge the applications.

A number of honorary chaplains are appointed with the honorary rank of captain, among them are Rev. C. D. Sharp, Fifth Regiment. Officers of the new signaling corps have been gazetted as follows: Major, Capt. Bruce Carruthers from unattached list; Acting adjt. Capt. F. A. Lister, Royal Canadian Regiment. Major Carruthers will be inspector of signaling in all Ontario military districts and west to the Pacific coast. Capt. Lister will be the inspector of Eastern districts. Militia changes gazetted today: Sixth Regiment, to be chaplain with honorary rank of captain, Rev. C. C. Owen. Officers of the Sixth are permitted to adopt staff or naval pattern forage cap.

WILD RUMORS

St. Petersburg, Feb. 25.—(12:10 a. m.)—The wildest rumors have been afloat here regarding the reported Japanese repulse at Port Arthur, but up to midnight nothing official could be learned. It is reported, unofficially, that the Japanese, while attempting to land at Pigeon Bay, lost two cruisers and two transports.

GERMAN BARON KILLED BY BEAR

Corpse Found Near Dead Quarry in Woods at Port Angeles.

Port Angeles, Wash., Feb. 24.—The body of Baron Martin Von Schlosser, formerly an officer in the German army and for many years a resident of this city, has been found on the range south of the hot springs, near the body of a dead bear. The baron undoubtedly had been killed by the bear while hunting.

The body was found on Monday evening, and the news of the fact was first brought to this city today by C. Bowine, a ranger.

The baron started on a hunt Monday morning. On his body were found receipts from banks in Portland, Oregon, Chicago and New York for over one hundred thousand dollars. A letter found on the body directed that Judge Hatch should administer his affairs. The body will be brought here tomorrow. Baron Von Schlosser had been a resident of Port Angeles for several years and only recently had taken out naturalization papers.

CONSTRUCTION POSTPONED.

Malta, Crimea, Feb. 23.—The building of the railroad along the southern shore of the Crimea with state funds has been postponed on account of the war.

RUSSIA'S PROTEST.

Washington, Feb. 23.—At an important conference scheduled for tomorrow noon at the American State department, between United States Secretary of State Hay and Count Cassini, the Russian ambassador to the United States, Russia's protests to the powers against Japan's violation of international law will be communicated to the Washington government.

The cabinet session interfered with the presentation of the note today.

CHAMBERLAIN'S COUGH REMEDY CURES COLDS ON NATURE'S PLAN.

The most successful medicines are those that aid nature. Chamberlain's Cough Remedy acts on this plan. It aids expectoration, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. It not only relieves, it cures effectually and permanently, and is unquestionably the most successful medicine in use for this purpose. It is pleasant to take and contains no opium or other harmful drug. For sale by all druggists.