

SALMON MARKETS FOUND IN ORIENT

REGULAR SHIPMENTS TO LEAVE THIS CITY

Dodwell Liner Queen Adelaide Brings Advices of Loss of Large Japanese Merchant Steamer.

There was yesterday forwarded from Victoria one of the most interesting shipments of salmon that has ever left British Columbia. It was the initial consignment from this province for eastward India and for points on the coast of Java and in the Straits Settlements. The salmon consisted of 1,750 cases, brought from West Bay on the last down trip of the steamer Anur and shipped from here by the enterprising local firm of W. A. Ward, Limited, who have up till the present been making large and regular shipments to England and Australia. The present move is an innovation, and only in the salmon business of British Columbia, but a new feature to the commerce of the Pacific. The firm have orders ahead for several more shipments of a similar size, and these will be forwarded shortly. Thus the salmon of this coast will have a market in nearly every important point on the earth's surface, for it already finds distribution in England among the big metropolitan centres of Europe.

The consignment which has just left here and which is to be carried across the ocean by the steamer Tsuruhiko, now being on the Sound, is destined for Surabaya and Batavia, two of the principal towns in the island of Java; Penang, in the Straits Settlement, and for Singapore, Bangkok and Madras in India. In each of these places it will be placed on the general market, and the demand with which it meets will be watched with much interest by British Columbians.

Already half this year's salmon fleet have sailed for Europe, the Cass, Cotesworth, which loaded at this port, being the last to leave.

The other vessels which sailed for the United Kingdom before the Charles Cotesworth were the Blytheswood, Largo Law, Combermere and the Havila. The British ship Red Rock and the bark Santa Lucia now on the river, and the Ballachulish has just left for the Fraser. It is probable that the Santa will be the next to sail from the river, as her cargo was all ready to be loaded when she arrived at the wharf. The Red Rock has now been on the river over two weeks, and should complete loading this week.

Three other vessels are now on the way to the Fraser for salmon, and all the Bankburn should arrive within the next fortnight. The Greta is now due at Esquimalt with coal from Cardiff, she being 135 days out from that port. The Bechdale is now on her way to the coast, and should arrive during the latter part of December.

VICTORIA FROM ORIENT.

At 3.30 o'clock on Saturday afternoon the steamship Victoria berthed at the outer wharf. She sailed from Yokohama on October 29th, and experienced variable winds throughout the voyage. The steamer brought a couple of hundred tons of cargo for Victoria. Of the 65 Chinese passengers included Dr. E. T. Anderson, an army surgeon from the Philippines; Mrs. A. Hutchinson, a lady from the American islands, both bound for San Francisco; G. R. Ker, who is bound from Manila to Hongkong, and S. Daniels, from Kobe to Tacoma. Among her intermediate passengers were J. C. Beckman, F. C. Peterson, A. H. Trumb, and A. M. Fisher, American miners, who have been employed at the quartz mines near Gensan, Corea, which are operated by Leigh Hunt, of Seattle.

According to the Japan Herald received by the Victoria, "The captains and sailors (48 in number) of the two Japanese fishing boats which were recently seized by the Russian authorities on a charge of fishing in Russian waters are now undergoing examination. The big boats of the vessels were seized, and it is said are now being translated into Russian in the Oriental Language school. An Osaka journal states that the Russian prison at Vladivostok is being steadily guarded by troops, and the Japanese prisoners are escorted to and from the court by some twenty soldiers, who are armed with rifles and bayonets. The crowd maintained in the prison is extremely lax. The Japanese prisoners complain of being robbed of all their belongings, even to their coats, so that they are compelled to appear in court in only waistcoats and trousers. Recently they complained to the judges in court of the ill-treatment they suffered in prison, and were told that the prison authorities would be instructed to see that the conditions were improved."

RAND IN A GALE.

Storms have been frequent on the West Coast during the last few weeks. The sun was not seen once during the entire run of the steamer Queen City completed yesterday. The C. B. Rand, last out of the sealing fleet, remains in shelter, but her haven is now Ahousaht instead of Quatsino, which point she first made after reaching the coast from Behring Sea. She has made several attempts for Victoria, but on each occasion has encountered unfavorable weather, preventing her from finishing the voyage. In rounding Cape Cook she ran into very heavy weather, and lost her rigging forward. Again at Kyquoot she had a very narrow escape from disaster. She got becalmed while entering port and was very near drifting on the rocks. Capt. John Irving, who had been down the coast looking at some of his mineral properties, had intended coming up to Victoria on the schooner, but finding that he was going to lose too much

time in doing so, transferred to the Queen City at Ahousaht. The steamer brings little news of interest from the coast. One of her passengers, Mr. Jacobsen, has just completed a survey of the several small streams flowing into Kyquoot, with a view to locating a favorable site for a cannery. The site has been located and Mr. Jacobsen and a number of Victorians will in early spring commence the construction of the necessary buildings for the enterprise. When erected the cannery will be the second on the West Coast of the island. The passengers to arrive on the Queen City included, in addition to those named, P. McVeigh, J. Baird, Miss Drummond, W. Elliott, P. Anderson, J. Holden, Mr. Kenyon and wife, K. Kenyon and W. J. Everett.

LARGE JAP STEAMER LOST.

Cargo and cargo only was brought by steamer, of the Dodwell Oriental line, which arrived from Kobe direct this morning. The steamer had an uneventful but protracted voyage, nothing being seen en route except the Japanese steamer Yamaguchi bound for Yokohama. The cargo of the steamer is a miscellaneous one comprising 6,500 tons, notwithstanding which the steamer draws but 17 feet aft and 12 feet forward, all of which goes to show what a fine carrier the Queen Adelaide is.

From Nagasaki the ship brings advices that the steamer Tsuruhiko Maru (2,900 tons), owned by Messrs. Ohkura & Co., of Tokyo, which left Kobe for Keelung on October 4th, is a total loss. After taking in coal at Moji, the Tsuruhiko cleared early on the 6th for Keelung. Early on the 7th she went ashore on Meijima island, Goto archipelago, and became a total wreck. One of the crew landed at Fukuye and sent news of the disaster. The cargo consisted of two locomotives for the Formosan railway and a large quantity of miscellaneous goods. The vessel was brought in February last for 130,000 yen. The scene of the wreck is on an island about 50 miles from Fukuye, Goto island. Forty-nine of the crew are missing. There were no passengers on board the steamer. The torpedo boat destroyer Murakumo left Sasabo for the scene of the disaster in the morning at 5.45 and the Usugumo followed her at 6.29. A police inspector proceeded by the latter. The Sasebo naval station authorities were awaiting intelligence from the signal house at Oso, Goto island, en dispatching further assistance, when the Queen Adelaide left Kobe.

WARSHIPS' MOVEMENTS.

The Warspite, which leaves this station early next month for home, will spend some time in visiting the stations in the south, and on or about March 28th she will be met by H. M. S. Gratton. The latter vessel is expected to meet her at Coquimbo, when Flag Captain Keppel and the remainder of Rear-Admiral Bickford's staff, together with the crew, will transfer to the Gratton and return with her to Esquimalt. The remainder of the officers and crew of the Warspite will get home on the Gratton, the captain and other officers who came out on the Gratton corresponding to those transferred.

It is not expected that H. M. S. Phoenix will get away before January. The Condor, however, will sail at the same time as the Warspite, but she will only accompany her as far as Cape Flattery. Here they will part company, the Phoenix proceeding to Honolulu and the Islands. It is expected that she will be about four months on the cruise. The Gratton will probably reach here about the end of May and may be joined by the southern squadron by the Condor on her return trip from southern seas.

SEALS ON PRIBLYLOFFS.

Special Treasury Agent Lembeck, of the Priblyloff islands, in his report on the sealing business complains of vessels under the Japanese flag entering Behring sea with shotguns and spears with impunity from all the restrictions governing British or American sealers. He points to the absurdity of the excuse given by the Japs of being shipwrecked and having drifted hundreds of miles from their schooner when captured poaching by the Russians on the islands, and recommends that a stricter patrol be maintained in Behring sea next year. The agent gives the total catch of seals on the islands at 22,672, and of these 17,100 were taken on St. Paul, and those on St. George island numbered 5,572. In 1900 the catch on St. Paul was 17,688, and St. George, 4,782, so that the catch on St. Paul during the past season was 588 less than in 1900, while that on St. George during the past season was 794 more than in 1900. The net increase in both islands being 202 skins. The agent estimates that 80,000 pups were born on the islands last year.

PLANS NEW LINE.

It is reported that the Sutherland Steamship Company, of Newcastle-on-Tyne, is to send two of its turret steamers to Puget Sound the first of the coming year, to engage in the lumber carrying trade to Manila and China. E. J. Sutherland, chairman of the company, has been on Puget Sound for several days and is now en route to San Francisco, via Portland.

NEW MARINE RAILWAY.

A survey is being made in the upper harbor for the new marine railway slip, which the Victoria Machinery Depot purpose installing, adjoining their plant near Point Ellice bridge. The railway has already been referred to in these columns. It will be very completely equipped, and its capacity will accommodate any kind of a ship up to 3,000 tons register. With this plant established, Victoria will be better supplied with shippards than any point on the Coast. There are already here the Turpel, the Star and the Esquimaux ways and dry dock, besides several other small yards for the repair or building of ships.

THE WEEK'S NEWS IN THE OFFICIAL ORGAN

Tenders Invited for the Fraser River Passenger and Railway Bridge—List of Appointments.

The Provincial Gazette of last night contained the following announcements: In connection with the fisheries exhibition to be held in St. Petersburg during February and March, 1902, by the Russian Imperial Society of Pisciculture, in conjunction with the International Congress of Fisheries, the following notice is given:

"With regard to the invitation conveyed in the letter of the Imperial Russian consul, M. de Struve, under date of the 29th of October, intimating that the time for the presentation of applications for space, required by section 2 of the regulations has been extended until the 15th of December, and even, if it be necessary, until the opening of the said exhibition, which has been definitely fixed for the 29th of January, 1902. "Applications should be presented in duplicate and addressed in the name of the executive committee of the International Exhibition of Fisheries at St. Petersburg 1902 (15, Bolshaya Konushennaya, St. Petersburg, Russia). "Intending exhibitors are notified that a copy of the rules and regulations of the International Exhibition of Fisheries, and of the International Fisheries Congress, can be seen, and copies of the form of invoice and of the printed labels to be affixed to the packages containing the exhibits can be obtained at this office."

Tenders are invited for a combined traffic and railway bridge over the Fraser river and New Westminster up to January 8th, 1902; also for the erection of a school house at Morris Valley, near Harrison Hot Springs.

The Cascade Lumber Company, Limited, is incorporated with a capital of \$20,000. The Kitimat, Limited, with a capital of \$300,000 is also incorporated, the object of the company being to purchase the whole or any part of the property and rights of the Kitimat Coal & Railway syndicate, which include all rights, powers and privileges conferred by certain licences to prospect for coal in the Cassiar and Coast districts, in the province of British Columbia, issued to Jane Irving, John Irving, L. M. Clifford, F. S. Barnard, G. E. Barnard, E. V. Bodwell, L. P. Duff, L. Cuppage, J. A. Mara, F. W. Vincent, C. S. Baxter, H. G. Lawson and W. J. Taylor, and all rights, powers and privileges held under and by virtue of a certain memorandum or declaration of trust executed by John Irving, John Andrew Mara and Frank Stillman Barnard, provisional directors of the Pacific, Northern & Inlet Railway Company, in favor of Caylor A. Holland and George Henry Barnard, dated the 30th day of July, A. D. 1901.

The Robinson-McKenzie Lumber Company, Limited, with a capital of \$50,000; the Sitcomous Gold & Copper Mining Company of British Columbia, with a capital of \$750,000, are also incorporated. The Thomas Merrill Log & Lumber Company, of Hoquiam, Wash., with provincial offices at Victoria and a capital of \$200,000, is registered as an extra provincial company.

All placer mining claims in Alberni, Northwest Kootenay, Treadwell, Hecletsway, Lardner and Trail lake mining districts are laid over from October 30th to June 1st, 1902. Those in Omineca are laid over till June 15th, 1902.

Tomorrow being the King's birthday is proclaimed a public holiday. The following appointments are made: Thomas Clark and John H. Anthony, of Lytton, are appointed justices of the peace for the province. John Mahoney, of New Westminster, is appointed assistant government agent in that city.

Sidney A. Fletcher, is appointed a clerk in the office of the government agent at New Westminster. Charles Harrison, of Masset, is appointed collector of revenue tax for Queen Charlotte islands. Edward J. Thain is appointed stipendiary magistrate for the county of Vancouver, and to hold Small Debts courts for the Atlin lake and Bennett lake mining divisions, to perform said duties during the absence of J. D. Graham, S.M.

PEDAGOGUES IN SESSION.

Teachers' Institute Held a Meeting Yesterday Afternoon. The following teachers were present at the meeting of the Victoria Teachers' Institute, which was held yesterday afternoon: Miss A. D. Cameron, Miss Fraser, Miss Speers, Miss Pope, Messrs. Paul, Tait, Willis and Gillis. The president, E. B. Paul, occupied the chair.

The rather small attendance is due to the counter event, the manual training class for teachers, which was held yesterday. The reading of the paper on geography by Mr. Tait was therefore deferred until the next meeting.

The secretary was instructed to secure a report from Miss Winter on the mothers' meetings' movement. Papers will be read at forthcoming institute meetings as follows: "December—'Geography.' Mr. Tait; "Mothers' Meetings." Miss Winter, "January—'Literature.'" Miss Fraser and Miss Watson.

February—"Algebra." Mr. Winspy and Mr. Willis. "March—'Nature Study.'" Miss Speers and Miss Blackwell.

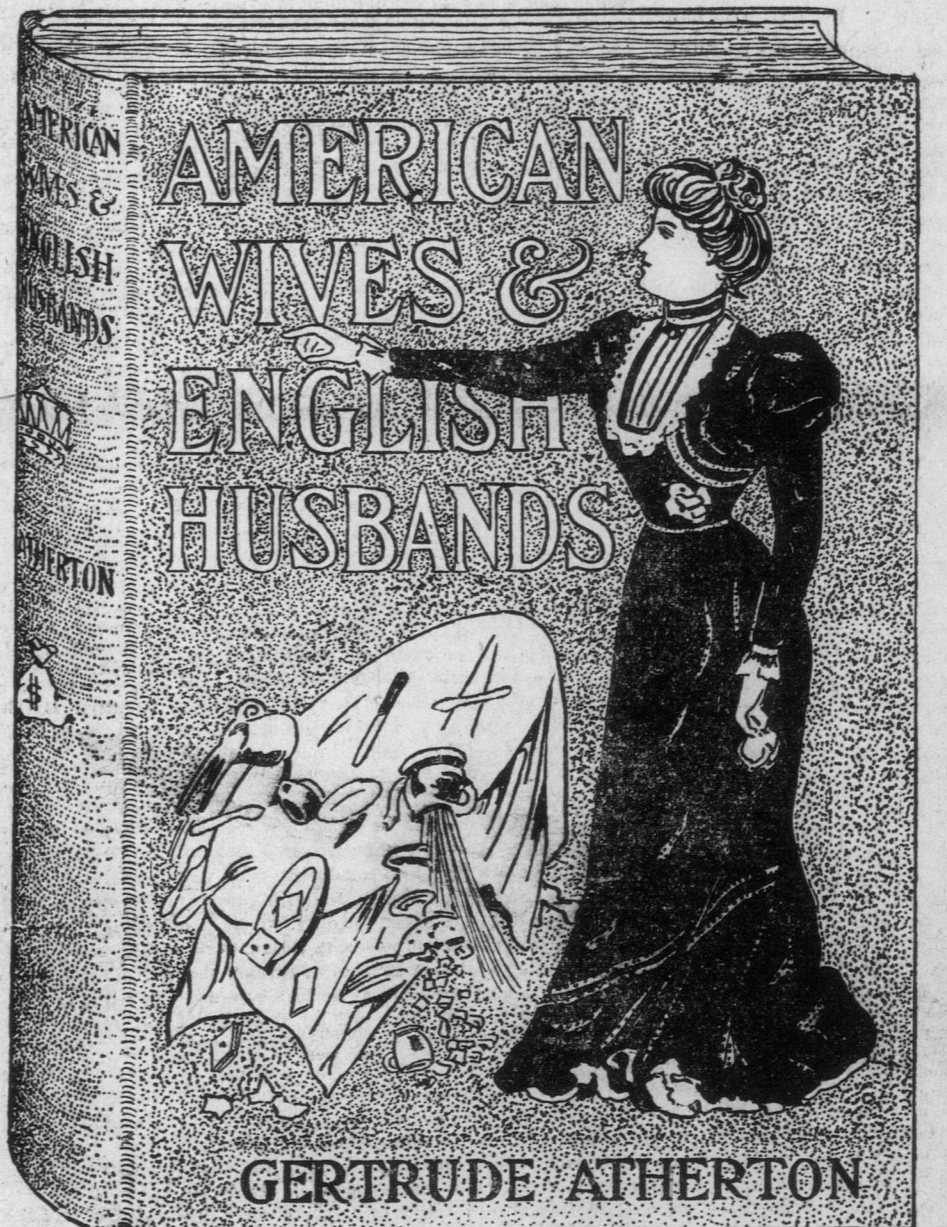
In April the meeting of the Provincial Institute of Teachers will be held. May—"Drawing." Miss Shrapnel, Mr. May and Mr. Salloway.

The meetings of the city teachers will be held in the school board office as follows: Junior grade, Monday at 3:15 o'clock p.m.; intermediate grade, Tuesday at 3:45 p.m.; senior grade, Wednesday at 3:45 p.m.

ITCHING, BURNING, CHRELPING, CRAWLING, BUBBLING, DISCHARGES, few instances by Dr. Agnew's Ointment. Dr. Agnew's Ointment relieves Instantly, and cures Tetter, Salt Rheum, Scald Head, Eczema, Itches, Blisters, and all Eruptions of the Skin. It is soothing and quieting and acts like magic in all Baby Humors, Irritation of the Scalp or Rash on during teething time. 25 cents a box. Sold by Jackson & Co. and Hall & Co.—150.

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American Wives and English Husbands

By Gertrude Florence Atherton
(author of "Senator North")—a novel describing two international romances.

The Last Meeting

By Brander Matthews
(author of "The Secret of the Sea")—weird adventures of a New Yorker with an oriental enemy.

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AUTHOR OF The Secrets of the Sea.

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() American Wives and English Husbands—Atherton
() The Last Meeting—by Brander Matthews.
Already offered:
() "SIMON DALE"—Anthony Hope
() "A FAIR BARBARIAN"—Frances Hodgson Burnett.
() "THE GREAT K. & A. TRAIN ROBBERY"—P. L. Ford.
() "I, THOU AND THE OTHER"—A. E. Barr.
() "THE RUDDER GRANGERS ABROAD"—Frank R. Stockton.
() "FACE TO FACE"—Robt. Grant.
Orders for "Simon Dale" and "A Fair Barbarian" will be filled on arrival of second shipment.
(Add five cents postage for each book ordered by mail.)



CONVENTION.

Women's Christian Union is called to meet in convention at Montreal on the 19th inclusive. It will meet in the St. Catherine and City Council which is centrally located for all street car connections.

is under way, and full of interest. Presidents' Night has been, and is always an event. It will be a feature of the city, where opposition to place the objects of organization before the

405 Elm avenue, West. is the convener of the case, to whom all inquiries, address.

SEVENTY YEARS AND NEW DAYS—Hon. George H. Pa. says: "I have been for twenty years, con-

SH COMPANY
Out, Nov. 11.—The very

ACKSMITH SAVED HIS SON'S LIFE.

the well known village of Hamsville, Sullivan Co., little son, five years old, subject to croup, and so

NEW STEAMERS.
11.—Mr. Mills, man-

OF CANCER.

ren Up All Hope, But

inclined to say when

that should settle the

is concerned. A lady

of this case is given