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Victoria, British Columbia

By Herbert Cuthbert, in "The Farmers Advocate."

The question in Western Canada today is not so much how to make a living as where to make it. The men who can settle in a locality possessing a mild, temperate climate, excellent educational and social advantages, magnificent natural scenery and abundance of game and game fish, and where the opportunities of making a good living are the same, if not better, than in districts where these conditions do not exist, would be extremely foolish not to choose such a country.

Victoria, B. C., Canada, the most western city in His Majesty's Dominions, is acknowledged to be one of the most beautifully situated cities in the world. It has an equable climate that cannot be equalled in any part of Canada, and few places in the Old Country. During the past few years its fame as a delightful resort for those on pleasure bent, and as a residential city, has attracted thousands of visitors and many prominent residents from all parts of the empire and the United States, and, without doubt, it is going to be the great recreation and pleasure resort of the Pacific Coast. As a tourist and residential city, its reputation is now well established, but, somehow the fact has been lost sight of that it is in the centre of one of the most beautiful stretches of country in the West, a country that is not surpassed anywhere for its suitability for mixed farming, poultry-raising, dairying, and especially for fruit growing. Of course there is land equally as good in other parts of Canada, but even that is doubtful in reference to its suitability for fruit-growing; but when you consider its climatic and scenic advantages, that it is dotted with small provincial townships in which there is one or more excellent schools, and that it is within easy reach of a thoroughly up-to-date and charming city, and other cities on the mainland of B. C. and the United States, we wonder that more of the settlers who have come into Western Canada during the past few years have not found their way to the districts around Victoria.

There is, perhaps, one obvious reason for this, namely, that for years there has been no government land for sale, and that most of the agricultural land has been farmed by the original settlers in rather large holdings. There has been, therefore, no special inducements for real estate agents or others to spend any money in advertising, and no great prominence has been given to the possibilities of the districts around Victoria. Even now it is a rare thing to find a Victoria real estate agent advertising the country. That this is a serious mistake there is no doubt, because during the past few years things around Victoria have changed wonderfully, and there are hundreds of people who would be attracted to our lovely part of the country if their attention were drawn to its advantages. The local demand that has grown up for almost everything that the farmer, the dairyman and the poultry-raiser can produce, and the market for our fruit that has been opened up in Manitoba and the Northwest, and the willingness of the larger farmers and property owners now to cut up their holdings into small blocks, have so changed conditions as to admit of a very large immigration of people who have some means and who would like to use what they have in making a living in pleasant surroundings, or in adding to there present income. I, therefore take the liberty of giving you a few particulars about this part of the world, with some illustrations that may be of some interest to your readers.

The very first consideration when deciding upon a new place of residence, is weather conditions. No matter what other advantages a country may possess, climate is the most important factor.

THE CLIMATE OF VICTORIA.

Victoria has a climate devoid of extremes of heat or cold, and much similar to that of the south of England. There are, practically, but two seasons, spring and fall. Zero weather, sunstrokes and prostrations fro mthe heat, are afflictions only known to Victorians through newspaper reports from other parts of the world. Her proximity to the Pacific ocean, and the flow of the Japan current past her shores, keep the temperature of the winter above freezing During the summer months the prevailing winds are from the south-east, which passing over the snow-capped Olympian mountains and the straits of Juan de Fuca, are comfortably tempered before reaching the city of Victoria. No day is so hot as to be uncomfortable, and no night so warm as to warrant discarding the blanket. The thermometer rarely registers, even on the hottest days in summer, over 80 deg. The winter climate is the most moderate in Canada, the average lowest temperature for the last three years being 40 deg. above zero. The rainfall is the least of any city on the coast north of San Francisco, and it is a serious mistake not to recognize that there is not as much wet weather here as in England. The rainfall for Victoria and other coast cities is shown by the following extract:

Mr. Wilson, of the C. P. R. telegraphs has furnished the following interesting figures, showing the rainfall during the past year at different points in the Province:

Vancouver, 64.76 inches.
New Westminster, 63.21 inches.
Chilliwack, 62.35 inches.
Victoria, 26.47 inches.

Colonist, 1903.

THE NATURAL BEAUTY OF THE COUNTRY.

Victoria City and its suburbs have become famous for their scenic attractions. Many of the farms that are spread over the surrounding country are in the most picturesque situations that it is possible to imagine. Writing upon the scenic attractions of Victoria, Mr. E. F. Knight, in the London Morning Post, said:

"The country immediately outside the town is singularly beautiful; the undulating promontory being covered with woods of pine and fir, and a lovely wild jungle of arbutus, roses, flowering bushes of many varieties, and English broom, which since it was imported here, has spread all over the more open country, so that it is ablaze with golden blossoms for a great portion of the year. In the spring and summer there is an extraordinary abundance of beautiful wild flowers, and in the autumn all the vegetation is aglow with tints vivid or mellow, and amid this pleasant bocage, skirting the little bays and headlands of the promontory, are scattered the delightful homes of the fortunate citizens of Victoria. How magnificent are the landscapes on which the possessors of these pleasantest of homes look out, embracing broad waters, sinuous straits, timbered islands and capes, and, behind all, the mighty mountain ranges of the mainland, with their summits of eternal snow, the most conspicuous peak behind Mount Baker, which, though a hundred miles away, is generally clearly visible from here."

Naturally, with such a climate and such surroundings, the only thing lacking to make life complete, to those who are not fortunate enough to be independent, is some business or industry in which a living can be made.

FRUIT GROWING

offers one of the best openings for people of small means and who wsih to employ their time in a pleasant occupation. During my last visit to Winnipeg a large fruit dealer said: "If you can pack your fruit as they do in California your district can capture the whole Western Canadian market. It has the finest texture and flavor of any fruit coming into this country." The Provincial government has been alive to this question of packing for some time, and employ an expert to give growers practical instruction in this matter; the result is that our customers have little to complain of in this respect. It is a very gratifying fact that last year there was a demand for three times the amount of fruit grown, which could have been sold at good prices. This industry is so far, however, only in its infancy. No organized or systematic effort has been made to thoroughly develop fruit culture; but there is no reason whatever why the districts around Victoria should not develop a business in certain lines equalto—nay, surpassing—that of California. Of course there are certain kinds that are procured in the Southern State that cannot be grown around Victoria, namely, oranges, bananas and other semi-tropical fruits, but for apples, prunes, cherries, pears, strawberries and raspberries, there is no finer country on earth.

The experimental stage in fruit culture here has been passed. It has been demonstrated that there are certain varieties that can be grown to as fine a stage of perfection as possible, that there is a market which can absorb all that can be grown, at a splendid profit, and that there is any amount of the finest land for the purpose at prices that are more reasonable than is asked in places that have not half the advantages of Victoria. All that is wanted now is the advent of newcomers, who are expert at the business, to avail themselves of the opportunities that exist and to go into the business upon expert and practical lines, and Vic will be the center of one of the best and most profitable countries in America.

POULTRY-RAISING.

There is scarcely less opportunity in poultry-raising than in fruit culture, and the causes that have prevented this from becoming known to he outside world are the same, namely, an utter absence of advertising. In fact it is doubtful yet if there are many people in Victoria and surrounding districts that really comprehend the enormous possibilities of this industry. Chickens: why chickens have been looked upon largely as one used to look upon the family pig, something that, at the end of the can eat up the scraps, and that once or twice a year bring in a few dollars, or help to pay the grocery bill. A scientific all-run poultry farm can be made one of the most valuable properties in Western America—there is room for dozens of them around Victoria, and there is no place more suitable. On this matter the experiences and impressions of Mr. L. G. Jarvis, the poultry expert and judge, of Quebec, will be found interesting. On his return from a visit to Victoria, he said:

"I left Montreal on the evening of the 28th of January, by the G. T. R. and Northern Pacific, arriving at Seattle on the evening of February 2nd. The next morning I took the boat for Victoria, reaching the beautiful city, the Pacific gateway to the Dominion of Canada, and the capital of British Columbia, which becomes interesting to all who visit the Pacific coast, owing to its naval and military strength, and its position as the first port entered by all steamships from Australia, China and the Orient. I think Victoria the most charmingly situated city in Canada. On the south and west are the Straits of Juan de Fuca and the Pacific Ocean, and on the east lies the Gulf of Georgia, with the picturesque islands, equalling if not surpassing the Thousand Islands. Leaving Seattle by boat on a beautiful morning, as warm as May in Quebec, I could remain outside without a top coat, and view the scenery on either side of the Puget Sound, and in the distance could be seen the Cascade and Olympic mountains, covered with snow, while in the foreground are lesser mountains, covered with fir and other trees; a picture no artist can paint.

"On my arrival at Victoria, I found the grass as green as summer, more particularly the lawns surrounding the Government buildings. There had been little if any snow to speak of during the winter, and at several places I visited during my stay in Victoria, I noticed the fowls roosting in the trees. I remained in Victoria until Monday evening the 9th. I received an invitation from H. W. Bullock, Esq., to spend a few days with him in his beautiful home on Salt Spring island, about half way between Nanaimo and Victoria, having daily connection with both places. Mr. Bullock has a very complete poultry plant, up-to-date buildings, and very suitable runs, being all planted to fruit trees, giving ample shade; in fact, all its surroundings are of the best for successful poultry-raising. Mr. Bullock has about two hundred and forty hens, all, with the exception of six rose-combed Minorcas, silver-laced Wyandottes. Not a sick bird could be seen in or about the buildings. He was gathering an average of one hundred and twenty eggs per day, when I was there, a good average for the season of the year. He ships his eggs to Victoria once a week. He has a few chicks hatched, and a two-hundred-egg Cypher machine in operation, and intends starting a Prairie State of the same capacity in a few days.

"I enjoyed my stay very much with Mr. Bullock, who, by the way, is an English gentleman in every sense of the word, and is only in the poultry business as a pastime, enjoying the comforts or a beautiful home, and on an island that might be called a sportsman's paradise."

It will be noticed that even on this up-to-date ranch, poultry-raising is only gone into as a pastime, and the eggs are only reared for the local market. And this is in a country where eggs are worth, wholesale, from 15c to 60c per dozen during the year; chickens from 30c to 60c each; and ducks $12 per dozen. The export business has never been catered to in the least; in fact, all the case eggs handled here by wholesalers come from the East or from California. The magnitude of this business can be realized from the fact that there are fifty cases of eggs a day going into the Yukon.

Is it not surprising that with such a perfect climate and country for poultry, and with a limited market at such high prices, there are not some large and scientificaly-run farms? There are certainly opportunities in this business around Victoria that cannot be equalled anywhere in the world.

DAIRYING.

It is the opinion of the farmers in the district around Victoria that dairying pays better than any other branch of mixed forming. There is not a district within fifty miles of Victoria where this fact is not patent. Six years ago there was not a creamery in British Columbia, while at the present time there are six, and others in contemplation. There are two tributary to the city of Victoria, and their product is sold almost before it is made. There is not a district in Canada where butter sells for a higher price than here. This is evidenced by the fact that during 1902 the Cowichan creamery manufactured 96,000 pounds of butter, which was sold at an average of 27½c per pound, while the creamery that has recently been opened within three miles of Victoria manufactured and sold the first year 115,000 pounds at an average price of 28c per pound.

These creameries have not only found a market for the cream of the farmers at good prices, but they have been able to pay good dividends on shares, which are held by farmers in the district Nowwithstanding that the increase in the production of butter has been so material during the past few years, it has not kept pace with the increased demand, and there is no doubt but that three times the amount of butter made locally could be sold. What has been said in this article already with reference to climate and adaptability of the land for mixed farming, dairying, etc., need not be added to; there are no districts in the West that are more suitable in these respects than those around Victoria. In reference to the dairying in these districts, the following extracts are taken from "Land and Agriculture," published by the Provincial Government:

"Dairying pays better than any other branch of mixed farming. The principal difficulty where conditions are otherwise favorable is the scarcity of skilled labor for milking, etc. Dairying is profitable, and likely to continue profitable, on account of the high prices realized for fresh butter, and the fact that the demand is constantly increasing."

"With regards to breeds of cattle most suitable, all breeds have been tried but the conclusion, which practical dairymen have arrived at here, is the same as has been arrived at elsewhere—that the breed is of little importance; it is the cow herself. If there is any preference at all at the present time, it is for Jerseys and the milking type of Shorthorns."

In the latest report of the Department of Agriculture, the following references are made to poultry-raising and fruit growing, which will be found interesting in view of what has already been said upon these subjects:

"Many parts, on account of the gravelly nature of the soil rendering it warm and dry in winter, and the absence of predatory animals, are particularly well adapted to the production of poultry. In fact, were I asked to locate a poultry farm in the Province, I should unhesitatingly recommend this district. The comparatively easy work in connection with this industry, the proximity to the markets, the climate, the good prices obtained at all seasons of the year for fowls and eggs, all point to poultry-raising as the one branch of agricultural pursuits for which this district is well adapted, and, provided it is prosecuted with diligence and in an enlightened and rational manner, probably the most profitable, and will give quicker returns than any other. In any case, it is a good adjunct to fruit raising which cannot be expected to give maximum returns in less than four or five years. Small fruits, of course, do well, especially strawberries; and since they can now be sent in car load lots to the Northwest Territories and Manitoba, without breaking bulk, a great incentive is given to its production."

HOG, SHEEP AND CATTLE RAISING.

These three branches of mixed farming can also be profitably carried on around Victoria. There is an excellent market for hogs weighing from 120 to 160 pounds, fat enough for the butcher, and there is a constant demand for hogs of this class. Prices during last year were from 6c to 8c a pound, and the conditions of the country are most suitable for this kind of farming.

Sheep-raising is profitable in some of the districts around Victoria, but not in others; but there is no doubt that the market conditions are such that to a man who thoroughly understands sheep, and who has been fortunate enough to secure a good run, they are very profitable; prices ranging from $5 to $7 each.

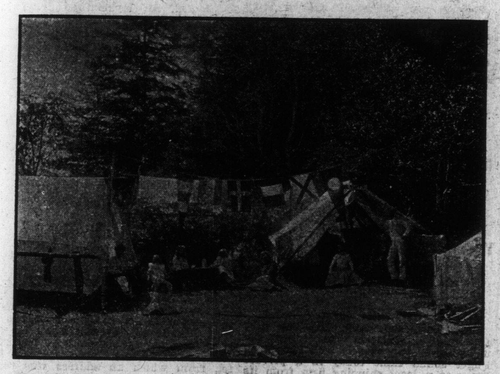
The cattle business is profitable, and is one of the most promising branches of mixed farming that anyone can take up at the present time. There is an excellent home market for all that can be raised. Beef cattle bring from 6½c to 9c a pound, live weight, and dairy cattle $50 to $100 per head.

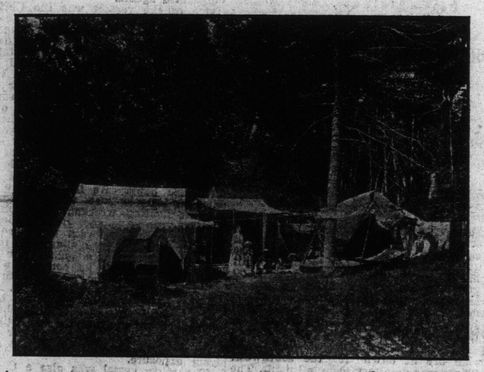
There is not the space available in this article for a more detailed account of these branches of farming. It is safe to say that there is scarcely a district on the coast where there is a finer stretch of well-cultivated farming land that in this vicinity, as the illustrations in this article will testify.

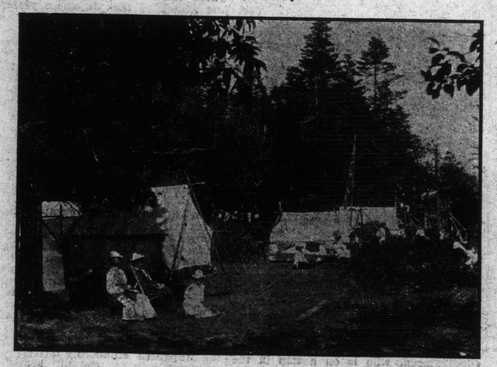
VICTORIA AS A HOLIDAY RESORT.

During the past two or three years the city has come to the front as a vacation resort, and is today, probably, patronized by the people of Manitoba and the Northwest, both summer and winter, more than any other city in Canada. Those who have not done so should certainly spend their vacation in Victoria. They will find a most interesting and delightful city, with every facility for enjoying themselves, and at the same time be able to enquire into the possibilities of the surrounding country.

Camping Scenes at Point Macaulay.







DISSATISFIED RHODESIANS.

Rhodesia wishes to become a Crown Colony free from the denomination of the British South Africa Company.

This is not a new movement; for many years there have existed no severer critics of the Chartered Company's regime than the people of Rhodesia.

By the Cape Mail steamer which arrived on Saturday, bringing Dr. Jameson and a number of prominent South Africans, came also a deputation from Rhodesia, the outcome of a representative conference of Rhodesians which met at Salisbury in June.

The main grievances set forth are:—

1. The impecuniosity of the Chartered Company.
2. The unequal treatment of Rhodesians by the company.
3. The creation of monopolies.
4. The preferential treatment of large financial corporations.

"Rhodes did much to make the country impossible. He forced our traffic over the Cape lines, and to this day the East Coast trade is throttled by exorbitant railway rates."

The East Coast route from Beira to Salisbury is a little over two hundred miles as compared to the route from Capetown to Salisbury, which is 1,800 miles.

"We hope to see Rhodesia run by the Imperial Government," said one of the deputation, "with the purchase price of the country as the National Debt."

The market capitalization of the Chartered Company may be placed at the present time at £6,720,000 on account of share capital and some £1,180,000 in respect of debenture capital. Roughly, therefore, we can say that the market estimates the Chartered Company as a going concern with all its assets, rights, and goodwill, lock, stock and barrel, at £8,000,000. But the Chartered Company, it is known, places a considerable sentimental value on its political rights.

VESSELS NOW DISARMING.

Shanghai, Aug. 29.—The Russian torpedo boat destroyer Grozovoi has been disarmed and the cruisers Askold will disarm tomorrow.

Next Flagship May Be Larger

Interesting Rumor Around City Regarding Successor of The Grafton.

General Shipping Intelligence of Port Coast and Ocean

It was rumored at Esquimalt and around town in well-informed circles yesterday that the admiralty had decided to place in commission on this station as the next flagship, either a second-class battleship or a first-class cruiser, with the usual concomitant secondary vessels. That is, if the flagship were to be of either the classes mentioned, the complementary vessels of the squadron would have to be much more powerful in proportion than the vessels of the present squadron.

This rumor could not be traced to its source, but seemed to be very general, and as it is exactly in line with the report sent out some time ago that the admiralty had decided to add considerably to the floating strength on this station—as the land defences have been made immensely stronger than they ever were before—the rumor obtained a great deal of credence.

The events in the Gulf of Pechilli during the past half year have also led many to believe that the admiralty would take early steps to place the nearest British-American station to the Orient in a state of preparedness for any eventualities, because in these days of sudden international complications no one knows from one week to another whether his nation will be at peace or war. The fulfillment of the rumor mentioned would be very pleasing to Victorians, as it would mean a very important accession to the traffic of the city.

THE GRAFTON RETURNS.

Flagship Back in Port From Her Cruise Into the Northern Waters.

Yesterday afternoon H. M. S. Grafton, flagship of the Pacific squadron passed into Esquimalt harbor from her trip to the northern end of the island. The Grafton went as far north as Port Simpson, where she remained a day or two before returning south. Excellent weather was enjoyed, although it was a little thick at times along the coast owing to the dense volumes of smoke rolling from the forest fires. The Grafton is now preparing for her cruise to Honolulu for which port she is expected to leave shortly. It is reported that on her return from the Hawaiian islands the Grafton may leave very soon for England to refit and recommission.

FOR LONG VOYAGE.

Small Craft to Make a Trip From Seattle to Dawson.

The little steamer Schwatka, recently purchased by C. W. Thebo and C. L. Peabody from Capt. Troup, of the Canadian Pacific Railway Company, reached the Schwabacher dock yesterday from Ballard and commenced loading provisions and fuel for a 5,000-mile voyage from Seattle to Dawson, says the Seattle Times.

Should the Schwatka experience good weather it is likely she will reach her northern destination before the close of the open season on the Yukon river, and at St. Michael. On the northern voyage Capt. Thomas will take the Schwatka by way of the inside passage as far as Juneau, when the little vessel will enter the Gulf of Alaska.

On the voyage to the Yukon river the Schwatka will stay close to the shore line, and being a very light draught boat, will be able to navigate in shallow water. Instead of entering the Yukon river near St. Michael, the Schwatka will go through False pass and strike the Yukon river about 300 miles from its mouth.

WAR INSURANCE.

Limit in Risks Has Seen Its Highest Probable Notch.

According to the local representatives of the large London marine insurance companies, there is no danger of the insurance rate on war risks going higher than now, and there is every indication of a drop, says the Seattle Times. But notwithstanding this fact, a large Eastern meat firm has placed insurance on a shipment of canned meats that will be sent from Seattle by the next Boston Steamship Company's boat to the Orient.

The insurance companies have a clause in their war risk policies that makes it impossible for the persons getting the insurance to cancel their orders. All insurance is taken with this clause in the contracts. So if the rate goes down the companies will be protected. Otherwise if the rate went down before the sailing of the vessel that carried the cargo the owners could cancel their policies and secure insurance at the lower rate.

BATTERED UNDER.

Barge Elizabeth Succumbs to Terrific Northern Gale.

Unable to weather out a severe storm in Behring sea August 7, the big barge Elizabeth, in tow of the tug Irene, was wrecked eh route to St. Michael from Seattle. The Irene reached Seattle late Wednesday afternoon from the north and tied up at the Arlington dock. Leaving Seattle June 27, the Irene proceeded north by way of the inside passage and experienced no bad weather until after departing from Dutch Harbor for the mouth of the Yukon river.

Officers of the tug Irene say that the Elizabeth could not stand the terrible beating of the waves and a short time after the storm came on the timbers parted and the barge filled with water. Heavy timbers were seen to wash away by those standing on the Irene's deck. For fourteen hours after the barge started to go to pieces the Irene kept it in tow. Finally it was decided to abandon the Elizabeth and the last of its timbers soon disappeared from view.

The Elizabeth was intended for use on the Yukon river between St. Michael and Dawson. The barge was one of the largest ever started north and was only recently built at Lake's shipyards at Ballard. It is said that the owners of the barge lost about $6,000 as a result of the wreck. The money to build the Elizabeth was furnished by parties represented by John D. Anderson.

Besides the loss of the big barge, there was 100 cords of wood, deck load of coal and provisions in the hold. According to the Irene's log, the barge was lost about 280 miles north of Dutch Harbor. At the time the Irene was unable to reach a harbor, Nunivak Island being the nearest point of land, about 100 miles distant.

FAMOUS THOROUGHBRED DEAD

Sacramento, Cal., Aug. 29.—Darebin, one of the leading stallions at J. B. Haggin's Rancho del Paso stud, is dead. The great horse was put to death to put him out of his misery. Darebin had reached the age of 27 years. He was imported from Australia by Mr. Haggin, the price paid for him, it is said, being $30,000.

THE RUSSIAN ROUT.

Liaoyang, Aug. 29.—The Russians lost 300 in killed or wounded during the retreat from Anshanshan, the Japanese making a forced march by night, and overtaking the Russians at daylight. General Koukovsky was killed by a shell.

RUSSIA AT BAY.

The Prince Talks.

Mr. Percival Gibbon writes in the Daily Mail from St. Petersburg as follows:—

Leaning back among the brocaded cushions of his cavernous armchair, the Prince stroked a blonde beard as much like the Czar's as the Czar's own. He had a Ouida-esque white hand, and is point-device a guardsman, but philosophic beyond the grandoise wont of the Imperial House.

"We are abashed, perhaps," he admitted, dreamily. "But abashed is not beaten. It is dangerous—oh, very dangerous—to drive a Russian into a corner. With us, to have our back against the wall is to begin to live. That is the Mongol, the sunrise in the blood of this race. It is what we retain of the animal, the foundation, one would say, of our nature. Oh, but I am not blind to my own people. I have the eyes that come to one from seeing frontiers, and how should I not know of what kind are the men I must perhaps some day lead? I will give you—what you call it?—a tip, my friend. Yes, a tip. It is the mistake of Europe to go to Russia as one would go to France, to England, to the Quirinal. One should go to Russia in the same way, with the same care and the same means, as to China. Then, ah, then, you begin to talk!"

The Prince is a member of five clubs in London, and his English is often gracefully idiomatic.

"Look, now, at the moujik," he resumed, with lowered eyelids, joining his long fingers judicially. "Is it a man you see there simply? Is it a kind of thing that is half appetite and half education? Oh, but not a bit of it. A long way deep down there is an Eastern, an Oriental, and this Oriental is the engine that truly governs the whole moujik. He is a man like another man, because the Oriental cannot go naked. The police will run him in if he is not garmented in respectfulness and trousers and hunger, and it is not the moujik all lonely. He is the stem of Russia, and out of him, like the twigs of a bush, you have the Romanoffs, the class that profits, the class that governs, the class that decorates. Me, too; all the same old lot—all pitched with the same brush. We are Easterns underneath, and it is tommy-rot to try what then? All is lovely in the garden. He is out of your reach; yes, all the time. When you try to pin him down to a square deal, he can duck free from you, and dodge where you cannot follow through any wicked sinfulness. It is the sort thing of the Eastern; his soul is not troubled with business. That is for the brain, the tricky brain of all the world, and the real man is not bothering himself. And yet you try cocked hats on him—as if it was a Lord Mayor!"

The gentle contempt, the tolerant and superior amusement on the Prince's delicate features were things to carve on a tombstone.

"Now, this Eastern," he resumed soon, crossing one admirably trousered leg over the other, "is not a thing you can write down and remember, like the name of a street. You must not judge of him by other people. You must take a rest, you must let up; and because the Petropavlovsk is immersed, and Port Arthur will chuck a sponge, it is not to think that all is going to rip like that. No! Not a bit of it! It will take a little bit more yet to give Russia—all the Russia of the people—a veritable scratch, and then there will be a Tartar to be caught which will not keep off the grass for the Geneva convention.

"The Japanese," he drawled, "the more they make war, the more they are European. But we, the longer we fight, the more we are Easterns, and some day we will be—how is it?—seriously annoyed. With her back against the wall of a partisan Europe, rearing, however, to chip in, Russia will—er—come out wonderfully. Like a rat in a corner. It is our way. These etiquettes of fighting, these punctilios of making dead people, they cramp our style. But when we get our shirt out, as Rudyard Shakespeare says, then there will be a high old kettle of fish. There will be such a war as is not written of, a devastation, a fight to a finish, with nobody to say, 'Oh, fie!' when there is a hit under the zone, and nobody shout, 'Please come out of it,' when one is down and the other is engorging him. Think, only!"

He shook his head meditatively.

"There has not been a war," he declared. "No in verity, a war of the true actual. War is the end of law, and it is proper to kill wounded and hang prisoners and torture spies and poison water. It is the real thing, but uneasy to do. Yet conceive a great people of Easterns fighting for very life, what shall they stop at? What can you forbid, with all to lose—life, credit, power an' all, an' all? And fighting you must cogitate, not with a people like them, but with a race they regard like yellow niggers, impertinents, insolents, with a blooming cheek, coming out of the East to be cock of the walk. Ah, but Russia will engage herself. She will take off her coat, and gird up her groins, and tuck in her tuppenny—all Russia, the people and the Government fighting together with money and blood and brains, like the boys of the old brigade. But not yet, mark! Not simply for the Petropavlovsk and Port Arthur. No! She will take a stand where there is danger and danger so near that it can kindle what is not easy to find in the Russian—his imagination. Ah, but once that is done, we shall be busy, and there will be wigs on the lawn."

"Oh, it is no end of game to be an Eastern," he concluded. "When you have come to the conclusion of your humanity, you have a fine animal left. It is not only the Western that can make a hog of himself, but you will find that when Russia is forced to it she can be simply beastly."

CZAR AND CONVICT.

The St. Petersburg correspondent of the "Tageblatt" relates an interesting episode, which he also says is the only foundation for the sensational statement made in a London newspaper that two infernal machines were found in the private apartments of the Czar's palace.

A few days ago the Czar was walking with his daughters in the grounds surrounding the palace, when suddenly a man employed in the gardens approached His Majesty, and, kneeling down a short distance off, held out a petition.

With his usual cordiality the Czar went up to the man, asked his name and what he wanted, and was considerably surprised to hear, "I am an escaped convict from Siberia who implores your Majesty's gracious pardon."

Inquiries proved the truth of the gardener's extraordinary statement. After escaping from Siberia he had wandered from Siberia, where, relying on a false passport, he had sought work. Strangely enough, he was taken on as a casual laborer in the park at Tsarkoe Selo. His industry and sobriety were noticed, and he was soon given regular work and fixed wages in the Imperial greenhouses.

A desire to feel perfectly secure among his fellow-men had impelled him to take the desperate step of applying direct to the Czar for pardon.

His Majesty was interested in the man and gave orders that he should not be punished.

From Bulkley River Valley

Ranchers From Newly-Opened Region Talk of Country's Prospects.

Northern People Think Kitimaat Will Be the Terminal Point.

Two English gentlemen who have been ranching in the Bulkley valley, and who have come out on business, were seen last evening at the Hotel Balmoral, by a member of the Colonist staff, and they gave some interesting particulars concerning that great northern country. The settlers are going in rapidly, and the farming and stock raising lands are being taken up in all directions. Great hopes are entertained by all regarding the Grand Trunk Pacific railway, which it is hoped will pass through the Bulkley valley on its way to the coast.

The general opinion of the people in the valley, and in fact all over the north, is that Kitimaat will be the terminus. Nothing definite, of course, is known, but the natural advantages possessed by Kitimaat over even Port Simpson, seem to favor the belief that it is at the head of the inlet of that name that the railway will find salt water.

Tuck's inlet was a good deal mentioned, but the engineers who are met with in the north do not seem to regard it favorably. They seldom mention it in connection with the railway. The natural obstacles seem to put Tuck's inlet out of the running for the terminus.

One fact about that inlet, however, the two gentlemen mentioned with keen interest, and that was the splendid runs of salmon in the inlet. Back in the mountains a short distance from the arm is a lake, from which flows a little river with a fall of about seventeen feet over a rocky ledge near the shore of the inlet. If salmon ladders were erected at that point so that the salmon could get up to spawn in the lake, it would be found to be an ideal spot for this purpose, and would be of great value to the fisheries of the province. The only way to get those salmon in Tuck's inlet is by seining, if that method were allowed there would be no trouble in catching plenty of the fish; otherwise the prospects for the fishing would not be good.

Those ranchers from Bulkley spoke enthusiastically of the fertility of the soil in the valley. The timothy grows as high as the back of a horse, and such crops as peas and the like reach an astonishing growth. Potatoes are always a magnificent crop, while other root crops can be grown with great success. The two travelers believe that fruit could be grown profitably in the Bulkley valley, especially apples, pears and plums. The only drawback is the summe rfrost. Last July a blighting frost set in over the valley and did a considerable amount of damage. Yet the potatoes, in spite of this severe set-back, picked up shortly and made an excellent crop after all.

It is a great country for prospectors, as the mineral resources of the surrounding hills are great. Fine specimens of copper have been brought in from neighboring prospects, while coal can be seen in various parts of the region, sometimes outcropping seams being upwards of ten feet thick. As a cattle-raising country it would be hard to beat the Bulkley region, with its rank and luxuriant growth of succulent grasses and its abundant waters.

Should the railway line go through the Bulkley valley, the value of the land all over that country would be enormously enhanced. It is doubtful, however, at present whether it is to be the Bulkley or the Kispiaks valley, on the other side of the Skeena that is to be the favored route. The Kispiaks valley contains much fine land, and is almost equally as desirable as a ranching and farming country, though not so extensive as the Bulkley.

Speaking of the game in the region around the Bulkley they described it as a sort of hunters' paradise. Caribou are to be found in the high ground near by; bears are plentiful, grouse are in great numbers, although strange to say, duck are scarce. Rabbits abound, and offer excellent sport, as they are not easy marks. They are more like the hare than the genuine rabbit, and their coloring and agility call for excellence of marksmanship.

The two travelers from the Bulkley valley regard their section of the province as one enjoying first-rate prospects for considerable development in the near future, especially if the railway line should pass through that way, and there seems to be a good deal of likelihood that it will before long.

RUSSIANS RELEASE A CAPTIVE SHIP

Steamer Arabia Taken By Vladivostock Squadron Reaches Shanghai.

Shanghai, Aug. 29.—The German steamer Arabia belonging to the Hamburg American line, has arrived here from Vladivostock. This is the vessel which was captured by the Vladivostock squadron in July. A prize crew was put on board her and she was taken to Vladivostock, where she arrived July 28th. She was tried before a prize court, which condemned twenty thousand barrels of flour and seventy-one railroad car bodies. The remainder of the cargo and the ship were released.

The British steamer Cauchas from Tacoma for Japan ports, which was arrested by the Vladivostock squadron thirty miles north of Tokio bay last July, was also taken into Vladivostock. The flour and lumber on board was confiscated by the Russians without waiting the action of the prize court. The Calchas is now at Vladivostock with balance of her cargo on board.

The Arabia brought also to Shanghai the captain and crew of the German steamer Thea, which was sunk by the Vladivostock fleet. The Russians made no attempt to take the Thea into port.

The Arabia reports that there are few signs of war at Vladivostock. Viceroy Alexieff is there, and the town is full of officers and troops. The Russian cruiser Gromoboi and Russia arrived from their engagement August 14th, with Vice Admiral Kamimura's fleet in a terribly damaged condition. The repairs to the Russian cruiser Bogatyr, which was damaged by running aground near Vladivostock are nearly completed.

RUSSIA DID NOT PAY.

Berlin, Aug. 29.—The complaint of the deputation from the London Chamber of Commerce to Premier Balfour Friday, that Russia paid for the German vessels seized, while refusing satisfaction to the British, is denied by Herr Didierichsen of Kiel, the owner of the German steamer Thea, who telegraphs to the Associated Press that such is not the case. No satisfaction has been given for the Thea.

KING ALFONSO TURNS SPORT.

Bilbao, Spain, Aug. 29.—King Alfonso has undertaken to organize an international regatta at Bilbao similar to the Kiel regatta. The King will present a cup and has promised to personally endeavor to obtain foreign entries.