Some Notes On Port Arthur

Weak Point of the Fortress Is in the Valley of the Shushi.

Some Timely Comment on the Stronghold Now Being Besieged.

Now that the fall of Port Arthur seems to be only a matter of time, some particulars in regard to the strong fortifications being assailed by the Japanese may not be without interest. The Japanese are attacking the fortress with their accustomed intrepidness, which I have seen and admired. They are dashing toward the entrenched Russians over the wire entanglements, using matting with good effect in getting over the cruel barbed wire; they are being mown down by shrapnel, slaughtered by mines, buried in obstacle pits in whose centre stakes are placed to impale them. Yet they are sweeping on, hurling themselves like human waves into the defences and fighting with bayonet against bayonet trying to hurl the defenders from their place. But the strong fortifications are hard indeed to negotiate, and, like Skobeloff at Plevna, Nogi is beginning to realize that instead of hurling forward his forces without regard to the number lost, it is better to give more attention to the shovel than the bayonet and shell for a space. The struggle for Port Arthur is being fought more after the manner of the fights of the past; the battle is fought as Cuidad Rodrigo or San Sebastian was stormed. Men have struggled into the breaches they made in the defences, to be swept to death in wholesale numbers. And they will be again before the fortness falls, for the gallant defenders realize well that when the assailing Japanese sweep over the ramparts shouting their "banzais" of victory, a massacre will follow. Both Japanese and Russian are brave men. I have seen many instances of the bravery of either. The Japanese is also resourceful, and many a story of his ingenuity in pulling away entanglements and getting forward into points of vantage without regard to his own safety could be told.

The end is not yet. There are a number of forts to negotiate, even though Wangtai, whose guns stand on a hill 612 feet high, and Kiuchwan, which is nearly as high, have both fallen. There are forts beyond them, and beyond the harbor the forts on Golden Hill, and spread from Clingtow to the Tiger's Tail, will have to be silenced. One of the weak spots of the defences, where, as may be expected, the Japanese are pressing their attack, is where the railway enters the town from the north through the Shushi valley. The Rilungu hills, rising to the east of the line, are well fortified, as are the hills on the west, where Etzeshan fort, which is 258 feet high, and Nantzeshan, 482 feet high, stand amid a chain of forts. Shushi village, in this valley, was captured early in the operations, and the Japanese then worked down the valley to the Kleekwan forts, which are said to have been occupied. From these points the Japanese will be in a good position to bombard the other forts. They have, as it were, thrust a wedge in the Russian defences, and it is but a matter of time now before the fortress falls into the hands of the men of Nippon.

Perhaps a few words in regard to Port Arthur might be of interest at this juncture. It was in March, 1898, that the fortress was leased to Russia. It was captured from the Chinese by the Japanese during the war of 1894-5, the main Japanese attack being pressed then through the Shushi valley. At the close of the war a combination of European powers, headed by Russia, robbed Japan of the spoils of victory—and since that time Japan prepared for war with Russia. The fortress is named after the commander of a British warship, who steamed into the landlocked harbor many years ago and gave his name to the place. The Japanese know it as Riojunkou, the Chinese as Lushunkou. From the sea its landlocked harbor is approached by a channel 600 yards wide, which was the scene of the daring enterprise of the brave Japanese sailors who sought to block the channel during the earlier stages of the war. The main harbor runs due north and south in continuation of the entrance, and is about half a mile in length. At the north end it turns sharply to the northwest, forming what is known as the West harbor. The harbor is very shoal in much of its area, and dredging operations were in progress before the war, as well as the work of cutting a new channel to the sea at the south end, two miles southeast of the twisting entrance. There is a dry rock 552 feet long on the north side, and a basin carrying 23 feet of water at the northeast. The residential and business city lies on the north shore of the West harbor, the old town lying to the east of the main harbor, being a military reservation. The foreshore between the two places has been reclaimed, and tramcars operate between them.

In peace times Port Arthur secured considerable of its imports, considerably more than was received over the railway which joins the main line at Harbin, from Chefoo, New Chwang (otherwise known as Yinkow), Tientsin, Vladivostock and from this side of the Pacific. Many a cargo has left Puget Sound and Victoria destined for the Russian fortress. Chefoo supplied much of the food supply then, as it does now, for without doubt the Japanese blockading squadron cannot prevent supplies from reaching the beleaguered garrison. When I was at Shanhaikwan, on the shores of the Gulf of Pechili, in September last, I found that a ring had been formed by junk-owners and others in that neighborhood, who were running in large quantities of supplies. Many junks were captured, but many got in safely with their cargoes. There was also a large amount of stores at Port Arthur, piled away in the twenty-eight large warehouses which stand in four long lines each containing seven buildings, to the northeast of the old town. A prominent British military officer who visited Port Arthur just prior to the war told me that there were sufficient supplies in these warehouses to last for two years in the event of a siege. There was also a large supply of meat in the refrigerating storehouse. There was nearly 200,000 tons of coal, half from Wales, half from Japan, at the fort before the siege began.

The water supply is bad. The insufficiency of water will doubtless cause great inconvenience to the besieged. The main supply during peace time was from some springs to the west of the railway, about 400 yards from the city, where a small reservoir 70x30 feet had been made. The average depth there was about five feet. This reservoir supplied the old town, and two galleries close by, each of which is 3½ feet square and 600 feet long, supplied the new town. Six-inch and ten-inch pipes were used. Outside the dockyard there is a large condenser, which was used for supplying the warships, and probably is still used for supplying as many of the broken squadron as remain bottled up in the temporary refuge.

As for the defences. On the sea front there are some strong forts. The mouth of the harbor is at the apex of a re-entering angle, and the guarding forts are thus enabled to bring a concentrated and converging fire on any enemy approaching from the sea side. On the land side there is a semi-circle of hills varying from 300 to 1,500 feet in height, about 2½ miles from the dockyard, on which permanent works, well mounted with heavy guns and connected in a most thorough manner with entrenchments, and covered ways and tunnels have been built. All are connected by telephone and many by tunnels running from one to the other. Owing to the shape of the hills there was much dead ground in front of the works, but the Russians have constructed many deep entrenchments and epaulments there. Good roads run from one work to the other, and the Russian officers considered that Port Arthur was impregnable. Some Russian officers I met at Tientsin in September were still of that opinion—but I differ with them. I know what heavy siege guns, what mortars, howitzers and other guns the Japanese have placed in position before the doomed fortress, many on temporary railways; and I know, moreover, what a desperate fighting man the Japanese soldier is. Death has no terrors for him, but failure has. And for these reasons I think the fall of Port Arthur is but a matter of time.

J. GORDON SMITH.

DANGER OF LARGE MAJORITIES.

The Vancouver Province (Liberal), views with alarm the large majority of Sir Wilfrid Laurier, which will probably be about seventy-five. It points out that a similar majority in the British House of Commons, which has three times the number of members there are in the Canadian, was regarded as remarkable. We believe that both parties would have been better pleased to have seen a majority of twenty-five or thirty instead of seventy-five. There is danger not only to the country but to the party itself. Pride, we are told, goes before a fall, and a party with such strength is apt to become arrogant and reckless. The danger to the country consists in the disregard the Government may have for public opinion outside of the House. With a small majority, for instance, Sir Wilfrid would never have been able to railroad the Grand Trunk Pacific through. Governments do not undertake big things without having sufficient majority to sidetrack opposition of kicking followers. In most instances a leader carefully calculates upon the number he can depend upon in considering the introduction of a measure. Doubtful measures, therefore, have much less chances of coming before a Parliament in which there is a small majority behind the Government than with a large one. Then again, the demands upon the Government for positions, party patronage and favors of all kinds are unduly great. On this point the Province says truly that "it is not so much from party tyranny in Parliament that danger is to be feared, although this is by no means to be ignored. If it stopped at the autocratic imposition of measures, no matter how objectionable, the evil could easily be remedied at a future election by the people. The real danger strikes much deeper. It is in the opportunity which is given for the introduction of the spoils system, regarded in the widest interpretation of the world, that the great peril lies."

CASE OF MINOR VS. TRAMWAY CO.

Report of Proceedings Before the Full Court in Appeal Case.

The Colonist yesterday morning had, in brief form, the decision by the full court at Vancouver in the appeal case of Minor vs. B. C. Electric Railway Company. The Province has the report of proceedings at the hearing:

Justices Irving, Martin and Morrison heard the appeal today, Mr. A. E. McPhillips, of Victoria, appearing for the appellants, the defendant corporation in the original action, and Mr. Lawson appearing as counsel for the respondent, Mr. Minor.

Mr. Minor is a dog fancier of the Capital City, and his suit was an action for damages because the street car coming in from the outer wharf had run over the dog and killed it. The exact locality of the accident is known as Birdcage walk, near the Parliament buildings. The car was running down a hill at the time. The rails were slippery on account of a slight fall of rain, and the motorman was unable to stop the car before it ran over the animal. Mr. McPhillips took pains to explain that the dog was only eleven months old and appeared to have been a little frisky. At that age, said Mr. McPhillips, he was still to be classed as a "pup."

There were several rather unique features connected with the case. Counsel explained at the outset that he had spent many hours in diligently searching the record, but he could find no official report of a "dog case" either in the Canadian or the English reports.

"I believe," added Mr. McPhillips, "that Mr. Lawson produced some sort of a 'dog journal' at the trial and endeavored to show that a similar case had been tried in England. The only one I could find is a case tried in the state of Michigan. That was not exactly a 'dog' case, however it was very near it—a 'cow' case."

In the Victoria case the jury found that the company was in some way negligent, and fixed the damages at $200. Mr. McPhillips said that the value of the dog had been placed at various sums from $500 to $1,000. The evidence was that Mr. Minor had been riding a bicycle along the romantic and tree-fringed path of Birdcage walk when he met Miss Davie, who was also a dog-fancier," explained Mr. McPhillips to Their Lordships, "so they at once started to talk about dogs."

While they were thus talking, the dogs were gamboling around, and the ill-fated pup suddenly started to "run sideways" down the hill, as Mr. McPhillips explained it. Counsel also remarked that it was a natural and common thing for a dog to run on a "slant." The luckless canine was caught on the fender and carried for some distance, and then falling under the car was killed. The distance the dog was carried was variously estimated at from five to 180 feet.

In their statement of claim, continued Mr. McPhillips, the plaintiffs had alleged that the defendants were negligent in that the motorman did not ring the bell for the dog to get out of the way. Counsel was not aware of any obligation or municipal order or statute compelling the ringing of the bell. Other allegations of negligence, counsel continued, were not upheld by the evidence.

On these and other grounds Mr. McPhillips argued that there had been no evidence on which the case should have gone to the jury, and that the finding of the jurors was perverse and the conclusions of a kind that reasonable men would never have reached.

Justices Irving and Martin agreed in dismissing the appeal. Justice Morrison dissenting. Mr. Justice Irving stated that he and Justice Martin agreed that there was evidence on which the case should be sent to the jury. To declare a verdict perverse, the court must be satisfied that the decision was such that reasonable men could not have come to—a suggestion not borne out to the satisfaction of the court.

The Auditor-General has made his appeal to the people of Canada in vain and will resign. And then the carnival of illegal and gross expenditure will have fairly been begun.

STARTLING REVELATIONS.

It frequently happens that people suffer for years from aches and pains and weaknesses without knowing the cause of their sufferings, suddenly the truth is revealed to them that they are the victims of serious kidney disease and in imminent danger. There is no medicine which gives such prompt and lasting relief for every form of Kidney disease as Dr. Chase's Kidney-Liver Pills. They are positively effective even in the most chronic cases.

ACAPULCO

The Jewel of Tropic America.

During the last ten years a large number of people in Washington and Oregon and their friends in the East have discovered that it takes more than a good harbor, a sightly location for a town and a railroad prospect to make a city. It has cost most of them considerably more than the price of a round trip ticket to Acapulco to add this fact to their store of knowledge, but an earlier trip to Acapulco might have saved them money and also demonstrated to them that there are other essentials necessary to the development of a city, such as an intelligent and progressive population and an actual railroad. Three hundred years ago Acapulco was known to have the finest harbor on the Pacific coast in either North or South America, and it had a projected railroad even as early as did Astoria, Or. With the millions of dollars which have been spent on Pacific coast harbors Acapulco still distances them all, has a naturally rich country tributary to it, and yet it is but little more than a coaling station for the Pacific Mail steamers and the American and British navies, and a picturesque ruin of what might have been.

JEWEL OF TROPICAL AMERICA.

So completely land locked is it that one wonders how the early Spanish navigators ever found it. As the steamer approaches the harbor entrance want appears to be a lofty and unbroken mountain ridge rises from the horizon; and as it grows in height the certainty seems to grow that there surely can be no opening or inlet or harbor anywhere along its forbidding front. The steamer keeps steadily on its course, however, and it requires all of one's common sense and confidence in the captain and man at the wheel to suppress the fear that we are going straight to destruction on a barren waste of rocks and shoals. Suddenly as the danger becomes positively imminent, a narrow rift appears in the wall, which gradually widens in to a broad channel diagonally through the mountains and leads our steamer into a broad, placid lake-like harbor.

The soft green waters of the bay are cut by the sombre green of the beachless hills and at the water's edge rise high, plumed heads of graceful palms, with glimpses of plantations between their column-like trunks, while along the northern strand are strung the white-washed, tile-roofed houses or nipa-thatched huts like varicolored beads. It is truly the jewel of tropic America. The harbor is shaped like a horseshoe with the entrance at one heel and the landing place and coaling stations at the other. There is practically no tide and not a breath of fresh air, let alone a gust of wind or a gale, reaches this spot, so completely is it locked in the embrace of the eternal hills.

MADE A CUT FOR AIR.

In fact, so still is the air, and consequently so oppressive is it thought, unrelieved by cooling breezes, that the old Spanish conquerors of the sixteenth century started to make a cut in one of the mountains to permit the sea breeze to enter, known as "El Abra de San Nicolas." The work was interrupted by the Mexican revolutionists, but later resumed in a desultory fashion by the Mexican government. The cut is plainly visible from the bay, but it was never completed, and has now been pre-empted by an enterprising American woman, Mrs. Link, who has a large chicken ranch there and supplies her hotel and vessels which call at Acapulco with poultry which lived and crew and had their being in "Saint Nicholas opening."

ONCE MONOPOLIZED PHILIPPINE TRADE.

In the days of the Spanish conquerors and colonists Acapulco enjoyed a monopoly of the trade with the Philippine Islands, but that was limited by the Spanish crown to one vessel per year. "The tonnage," says an early Spanish historian, "is divided into a certain number of bales, all of the same size. These are distributed among the convents in Manila, but principally among the Jesuits, as a donation to support their missions. They could use the tonnage themselves or sell it."

A cargo worth $1,000,000 in Manila would bring $3,000,000 in Acapulco, and there be transported by mules to Vera Cruz, on the Atlantic coast, and thence to spain. The time required for the round trip from Acapulco to Manila was nine months. Said a Spanish pilot of that time. "An intermediate port between the Philippines and New Spain would at all times be convenient." And yet for 200 years these Spanish vessels sailed all around the Hawaiian Islands without discovering them. These galleons carried spices, Chinese silks, especially silk stockings, to Acapulco, and brought back the silver for them to Manila. Naturally the ocean off Acapulco became a favorite cruising ground for such pirates as Sir Francis Drake and Cavendish, and off Cape San Lucas, which we passed the day before reaching port, Cavendish in 1585, captured the famous Manila galleon Santa Anna and took therefrom silks, wine, fruit, and 122,000 pesos in gold. Acapulco harbor was discovered by Cortez in 1531, and from here he sailed up the coast to Sinaloa. From here Hernando de Alarcon sailed when he discovered California.

OLD SPANISH FORTRESS.

Here the betrayer of Montezuma built a fort, which stands on a bluff near the city. Its walls are fourteen feet thick, and it is surrounded by a moat, across which extends a draw bridge, which is still in use. About it lie rusting cannon of the seventeenth century, which have been supplanted by other guns which are now equally out of date as against the attacks of modern long-range guns. It is garrisoned by a regiment of bare-footed Mexican soldiers, and used also for a prison. A well-paved road, which dates back to the period of Spanish rule, connects the fort with the town. This fort remained Spanish up to the close of the war for independence, when it was captured by an American, Col. Ellis P. Bean, who had been previously imprisoned, but escaped, and recruited a portion of the patriot army or Moreloe he captured it, and had the satisfaction of throwing his former captors into the very dungeon he had occupied.

Of greater antiquity and of greater interest are the ruins on top of the neighboring mountain Guingola, which are invested with almost prehistoric romance. The mountain is steep, and difficult to climb. Its sides are strewn with when it was occupied, and no information can be obtained as to the history connected with it. At some remote period it seems to have been a place of refuge. By the appearance of the ruins and the large pines growing out of them, the place has not been used for over two hundred years. The natives have even no traditions of its occupancy. They regard the mountain with superstitious awe, and it is almost impossible to get one of them to ascend it and pass a night in or near the ruins.

STOOD BY DIAZ.

Presiden Diaz, "the benevolent despot" of Mexico, has since ruled the neighboring state of Oaxaca, and that state and Guerrero, of which Acapulco is a part, were at one time the only states in Mexico which stood faithfully by Diaz twenty-five years ago, when his fortunes were wavering and it cost something to be his friend. Nevertheless, Diaz follows the same policy here, as in the rest of the republic, of frequently changing local officials, so he does not permit local citizens to hold office in their home state, but sends there to other states, and fills the positions from other portions, in Guerrero, with appointees from other portions of the country, and changes them often enough to prevent the establishment of political alliances which might develop later on into hostile politics: factions. Even the alcade of Acapulco and the police office of the town are strangers. Police officers of the town are strangers. Grip is less in evidence on Mexico's affairs, but one cannot but wonder where the republican form of government comes in.

A CITY WITHOUT INDUSTRIES.

The state of Guerroro is one of the poorest of the Mexican states. Its agriculture is of the rudest kind. Little is raised here beside corn and cotton, with a very small amount of sugar and tobacco, not sufficient for home consumption. Nearly everything is brought from abroad. Acapulco, as has been stated, is a town of no commercial importance. Of its population, numbering 5,000, there is not exceeding three hundred engaged in respectable paying business. The others are colored laborers, eking out a precarious subsistence at a few reals a day. There is not a machine shop, a furniture, clothing or furnishing store, or even a watchmaker in the place; there are no skilled workmen, no newspaper, no lawyer, etc. There is not a vehicle in the town, except a scavenger cart and one for carrying sun-dried brick. The country surrounding the place is mountainous, and goods and cotton is transported in packs on mules and horses. All labor is manual; even the ships are loadede and unloaded by hand. The town derives its support from the Pacific Mail steamers and the few coaling ships that arrive during the year.

The trade of Acapulco has gradually decreased from year to year. Merchants in the interior towns who formerly bought their goods here now get them from the City of Mexico, where there are larger and more varied stocks and lower prices.

The products of the state of Guerrero are corn, cotton and coffee, all of which except coffee, is consumed at home. The cotton is of short staple and inferior quality. Thanks to a protective tariff there is a cotton mill thirty miles from here which creates a market for the cotton. Limes grow practically wild in the interior and are an important article of export. An American quite recently made considerable money killing alligators in a lagoon near the city, but decimated their numbers until it ceased to be profitable.

Sundays and steamer days Acapulco livens up and gambling tables are set up in the plaza in front of the church. The favorite game is "bum-bum." Dice are dropped into a tin receptacle and bets are made on what comes up. Instead of dots on the dice are pictures of fishes, trees and animals. It is a skin game of the worst kind and easily manipulated. The streets are paved and streams of water flows through some of them. In the mountains in which wallow hogs, which are not much of a foot as deer and with as little flesh. Milk is sold in the cow and the cow driven from door to door and milked to order so that there is no question as to its purity. The houses in the principal streets are built of adobe bricks which are covered with stucco, and in many instances the surface is painted in an excellent imitation of marble, in which art the Mexicans are past masters. The common people and Indians live in rancheries built anywhere on the outskirts of the town, on the rocks and the gullies, without any relation to streets. The rancheries have walls of cane, through which all the domestic arrangements can be plainly seen, and are roofed with palm leaves.

RAILROAD FOR ACAPULCO.

Acapulco has been promised a railroad ever since railroad construction began in Mexico, and for many years there has been a gap of only sixty-two miles between it and Chilpancingo, the nearest railroad point. Lack of local enterprise, a very rough country and scarcity of population have combined to prevent its construction, but during the past two years, La Dicha Mining Company, an American company, has uncovered a rich copper deposit forty miles back of Acapulco, and this has caused a resurvey of the railroad route and assures its early construction, but meanwhile the inferior port of Manzanillo has been forging ahead of Acapulco. It will soon be the Pacific Ocean terminus of an interoceanic road from Vera Cruz, as only a short gap of road remains to be constructed and that is being built. The government is spending seven million dollars on a breakwater and harbor improvements at Manzanillo, so that even when Acapulco's long-deferred hope of a railroad are finally realized it will have a steep chase and a long chase to regain its position in Pacific Ocean commerce to which its harbor and location entitle it. Acapulco's greatest hope lies in the recent investments made by Americans, who have recognized its advantages and have been buying up the land. One syndicate, headed by Col. Hulins, of Oil City, Pa., has purchased an immense tract, frouting for twenty-five miles on the ocean just south of Acapulco.

RUSSIAN ANNONADE BREAKS QUIETNESS

Japanese Make No Response to Artillery Fire of Unusual Intensity.

Mukden, Nov. 3.—Lieut.-General Linevitch, recently appointed to the command of the first army, arrived today by special train, and was met by General Sakharoff. He was enthusiastically welcomed by all the troops. His escort consisted of men who had been decorated with the St. George Cross. General Linevitch will assume command immediately.

The Russian front now extends 66 miles. Quiet was broken the morning of November 7th by a Russian cannonade of an intensity that has had no parallel in weeks. There is no sign yet of a Japanese advance.

HAVE MADE A GREAT FIGHT.

Montreal Gazette.

The Russian war office, it is said, now looks for the early fall of Port Arthur. The fall when it does come will be discouraging at St. Petersburg. The first Japanese attack on the place was made on February 14, and since the end of May it has been cut off by land as well as water. The garrison is the one Russian force engaged in the war which has deserved credit for all that makes good soldiership.

CAMPAIGN HEAT.

A politician has been telling about the hot attack the campaign produces, but he says the worst was nothing compared to a scoring which a business man once prepared to give a newspaper.

"This man," said the politician, "is intensely busy. All known labor-saving devices may be found in his office. His dictations are made into a phonograph and later transcribed by a stenographer. One morning this man read an editorial which did not meet with his approval and he hurled a vindictive assault on the editor into his phonograph.

"Have a copy of this made and send it to the editor of The Howler," were the instructions which this stenographer received.

"'I can't make anything out of it, the machine must be out of order,' reported the girl a few minutes later.

"The wrathy man made an examination, and to his consternation found that his abuse had melted the wax of the cylinder."

Rev. Dr. Rainsford, the New York preacher, was arguing with a youth of his parish about the evils of young men smoking cigarettes. "What would you think," said he, "if you met an angel coming along with a cigarette in his mouth?" "Well, doctor, what would you think if you saw an angel with an umbrella and a pair of patent leathers?"

Many Have An Appetite For Office

Good Liberals Who are Anxious for a Speedy Reward in Party Services.

Geo. Riley's Name Mentioned in Connection With Next Gubernatorial Vacancy.

Hot on the heels of the conclusion of the federal elections, which has given the Laurier Government another lease of life with an increased majority in the Commons, rumors are flying thick and fast respecting the formation of "slates" for various important federal positions which the government has the option of handing over to good Grits at a convenient time.

As speedily as do bees scent honey when any of that delicious mixture is about, have the deserving ones gathered around those who have the dispensing of the loaves and fishes; and to the onlooker who always sees most of the game, the spectacle is one of absorbing interest.

Chief amongst the promised developments of the future in respect to the redistribution of federal patronage is one involving the naming of a successor to the present incumbent of the gubernatorial chair, whose term of office expires very shortly. In this connection a story was afloat yesterday to the effect that a plan has been devised to "arrange" that Mr. George Riley shall succeed Sir Henri Joly, when the latter retires, Mr. Joshua Kingham taking Mr. Riley's seat at Ottawa, providing he can win out in the bye-election which would ensue. It is understood that Senator Templeman, who was always looked upon as a possibility as the next governor, has definitely stated that he will not be an applicant for such position, being quite content with his life position in the Senate.

Coupled with the changes hinted at above are the names of Rev. Elliott S. Rowe and C. H. Lugrin—current gossip amongst politicians having it that Mr. Rowe is "slated" for the collectorship, and Mr. Lugrin for the position of postmaster, it being suggested that the present incumbent of the latter office would be retired upon superannuation allowance.

It is understood also that a host of applicants are besieging the "powers that be" for favors involving changes in minor positions in the federal services.

FAVORS THE USE OF THE LASH

Toronto Judge Suggests Adequate Punishment for Confirmed Criminals.

Apropos of the article appearing in the Colonist of recent date respecting the case of Larry Mooney, the incorrigible vag., the following, from the Toronto Star, is of particular interest:

"A plea for the use of the lash on confirmed thieves was made by Mr. Justice MacMahon at the opening of the Criminal Assizes yesterday afternoon. If a whipping were administered in certain cases, as was done in England, it would have a deterrent effect. When a man was convicted for the third or fourth time, it was plain that he had made up his mind to live by crime. A penitentiary sentence, be it light or heavy, would have little effect. Such men should be put out of the way as long as possible.

"In Toronto during the summer months there were twenty robberies reported to have taken place on the streets in which the perpetrators had not been apprehended. These crimes were very prevalent also in London, Liverpool, Birmingham and Manchester until the introduction of the lash. Then they had died out almost entirely. It might well be tried in Toronto.

"When Queen Victoria ascended the British throne in 1837 there were 53,000 criminals in penal servitude. The lash was introduced, and today there were 3,700 persons in penal servitude. In 1837 there were twenty-five millions of people in England, while there were twice that number at the present time.

"His lordship read articles from the pen of Mr. Justice Wills and Sir Robert Anderson in favor of this class of punishment."

Lady (in jewelry store)—I like the silver back of this hand mirror; it is beautiful. But I don't like the glass.

Clever Salesman—Ah, don't you? Now just take a different view of it, madam—look straight into it. There! don't you like that? I think it's exceedingly pretty!"

"Well, I'll—I'll take it."—Detroit Free Press.

Green—How did you come to lend Gray money? You don't know him.

Brown—That's just it. It is the man one does know that one hesitates to lend money to.—Boston Transcript.

HAVE BEGUN HEARING.

Mainlander Accident To Be Thoroughly Investigated.

Seattle, Nov. 9.—The investigation of the Mainlander-Sea Lion collision will be held in the offices of the local inspectors of hulls and boilers for the purpose of ascertaining who, if any one, was to blame for the accident which resulted in the sinking of the former vessel on the evening of October 27 off West Point. The hearing will commence promptly at 9:30 and will be attended by the officials of both companies.

So far neither Captain Manter, who was in command of the Sea Lion, nor Captain Elsmere, of the Mainlander, has made any statement to the effect that the other vessel was to blame. A thick fog prevailed at the time the two vessels came together. Neither was disregarding the rules and regulations governing vessels prescribed for in the prevailing conditions. Inspectors Whitney and Turner have been collecting evidence which will be brought out in the proceedings.

THE HELD-OVER ELECTIONS.

Our readers will pardon us for still referring to politics, because the elections are not yet over in British Columbia. That is not our fault. There are two constituencies in which elections are yet to take place—Kootenay and Yale-Cariboo. There was a third—the Comox-Atlin—but that has been settled by the resignation of Mr. Manson and the election of Mr. Sloan by acclamation. Considering the physical nature of the constituency, the general result in Canada and the fact that the riding has been carefully nursed by Mr. Sloan for several years, Mr. Manson probably did the wisest thing he could have done. He was certainly placed at great disadvantage, which he could not have hoped to overcome in the short time at his disposal. It is very pleasing to know, however, that Mr. Macintosh and Mr. Martin Burrell are still in the field. The fact that the rest of Canada has gone Liberal is no good reason why an election should not be run on its merits and on the merits of the men. It is true that the issues, so far as Canada as a whole is concerned, have been settled for the next four or five years, but the issues are still alive in those constituencies, as the electors there have not yet expressed themselves. The Grand Trunk Pacific is under the Laurier scheme, will be built no doubt, but that does not make it less objectionable as a scheme. The electors there are entitled to an opportunity of disapproval in that and on all other features of the Government policy. The Liberal-Conservative candidates, while they are running under a tremendous disadvantage, are at the same time to be congratulated upon their pluck and adherence to principle. They have one advantage, however, and that is that the Government majority is already so large and so secure that for that reason, if for no other, the electors in the two ridings in question should vote against making that majority still larger.

FRUIT GROWER'S EXHIBIT PRAISED

Thomas G. Earl Told of Success of His Apples at English Show.

Mr. Thomas G. Earl, the well-known fruit grower, of Lytton, who is in the city to attend a meeting of the Provincial Board of Horticulture, to be held today, is in receipt of letters from the Agent-General for British Columbia (Mr. J. H. Turner) and Hon. R. G. Tatlow, minister of finance, congratulating him on the success of the orchard sent with other British Columbia fruit for exhibition in England. The latter, in the Agent-General wrote:

"I cannot let this mail go out without writing to congratulate you on the success of your fruit exhibit. Mr. Tatlow wrote you from the show telling you about it. We had the best place in a great hall and in a splendid show, and we took the greatest score in England, the gold medal, and also received high commendation for careful cultivation. Your apples were magnificent; I wish I had a sample of them. We are dividing this lot up for exhibition at the railway offices and other places."

The Hon. Minister of Finance wrote: "I am writing this from the new hall, Vincent Square, where we have been awarded the gold medal for our exhibit of fruit, and no fruit was thought more of than your Wolfe River apples, on which the committee placed the card I enclose."

On the card referred to was printed: "Cultural Commendation. British Columbia; 'Wolfe River'; Lytton."

While Mr. Earl is naturally much gratified that his apples were so favorably noticed he considers that the honor the exhibit as a whole received is of great importance and one that is shared by all of the British Columbia fruit growers who combined to make such an excellent exhibit. Further, the prominence the fruit growing capabilities of this province have been given by the success of the exhibit is the result of the efforts of the Agent-General, who last year recommended that the exhibit be made and in this way demonstrated the usefulness of his office in the direction of advertising what British Columbia can produce in this direction.

FRENCH CAPITAL.

Representatives Spying Out the Province as a Field for Investment.

MM. Eugene P. Poisson and E. Parrott, engineers of Paris, France, have just concluded a visit to the British Columbia coast cities. Their visit is indicative of the interest being taken in the resources of this country by the capitalists of Europe. These gentlemen represent La Campagnie de Fives Lille, of France, and are inspecting the opportunities for investment in Canada. They have visited all the large cities.

"We are very much pleased with what we have seen while in Canada," M. Posson said in an interview, "and our report will be favorable. We have been inspecting your resources generally, and have paid particular attention to enterprises offering inducements for immediate investment. Not only have we been studying the physical features of Canada in respect to what is contained in her wealth of forests and mineralized mountains, but we have also been observing the methods of construction in regard to railways, canals, bridges and docks.

"Canada is exciting great interest in Europe, and during the next few years big things are expected of this country. The people we represent are ready to take advantage of the development that will follow the construction of the Grand Trunk Pacific Railway, and it is very probable this visit will be followed by many more. For legitimate purposes that give promise of returns there are millions awaiting investment in France and considerable of it will come to this country."

Patience—What use are finger bowls, anyway?

Patrice—Why, they remind one to go and wash her hands after leaving the table.

Bob—Gosh, Bob, where'd you rake up those seedy old shoes?

Bob—Why, man, those are my patent leathers.

Bob—But the patent has expired, eh?—Yale Record.

Monkey Brand soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

Empress Of China From Orient

Brings Many Passengers From all Parts of China and Japan.

Interesting Russian Journalist on His Travels to St. Louis Talks of War.

R. M. S. Empress of China, Captain Beetham, arrived yesterday morning from China and Japan with a large number of passengers and a large cargo of Oriental produce. About 100 tons of the latter is for Victoria and will be trans-shipped from Vancouver in the usual order. A number of Chinese and Japanese got off here. The vessel did not wait more than an hour at the outer wharf, proceeding to Vancouver as soon as her passengers and 130 sacks of mail were landed.

Amongst the passengers from the Asiatic ports was Mr. Nicholas N. Kolobashkin, correspondent of Novosty Dnia (Daily News), of Moscow, Russia, for the Far East and America. His Far Eastern headquarters are at Hankow. He is bound for the St. Louis world's fair, and one object of his mission is to ascertain as closely as possible the true state of feeling amongst the people of that country toward Russia. He speaks good English and is a keen observer of what is going on around him, and nothing escapes his acute eye, as the Victoria newspaper men observed when they were discussing the war question with him.

Mr. Kolobashkin was much elated when informed that amongst a large and very intelligent section of the people of the United States the feeling toward Russia was one of friendliness, and that many of the leading newspapers of America emphatically deplored the successes of the Japanese. Mr. Kolobashkin smiled when the question of the war was mentioned.

"Russia," he said, "always takes her time. One year is nothing; ten, a hundred, but she accomplishes what she sets out to do. The war is only beginning. Reinforcements? Oh yes, General Kuropatkin will have under his command next spring, before the snow goes away, at the lowest estimate, five hundred thousand of the choicest troops of the Russian empire. How is he going to get them assembled? Why, by the trans-Siberian railway, to be sure. The completion of the line round the south end of Lake Baikal (call it By-call; that's Russian) is an achievement little understood or appreciated outside of Siberia. It means everything to Russia, for it gives uninterrupted railway connection between Moscow, St. Petersburg and Harbin (Mr. Kolobashkin called it Karbin), the great concentrating point in Northern Manchuria. He says that upwards of two thousand troops, with all their equipment, will be about the capacity of the railway each day.

If infantry, they will take with them all their tents, stores, reserve ammunition and arms; if cavalry, their horses, farriery apparatus, commissariat, medical and other stores; if artillery, their guns, carriages, repair outfits and so forth. This is the system employed by the Russians. Each fighting unit is ready at a moment's notice to step out upon the Siberian steppe en route and fight as if in the middle of the hostile zone. The men are not sent on one train, the stores on another, the ammunition on another, and so on, but the little army is complete in its details; a fighting machine that can be landed anywhere and march anywhere from the first anywhere.

Mr. Kolobashkin explained how the adoption of the line round Lake Baikal would obviate the difficulties of spring and autumn lake crossing, from treacherous ice, sudden thaws and other perils which have made the route across the lake in winter uncertain. He confidently believes that the opening of the campaign of 1905 will see the end of Japanese resistance and the southward movement of the Russians. But, as he said in beginning, the Russians are not worrying much over present bad luck. They trust to the future and know they will not be disappointed.

Mr. Kolobashkin does not look like a newspaper man, according to American plans and specifications, but his ability as linguist and observer probably makes up for any outward deficiencies. He expects to spend a few months in the United States before returning to Hankow. In the meantime he will send regular descriptive letters to his paper in Moscow. The following was the saloon passenger list of the Empress of China:

Miss C. W. Allan, Mrs. C. W. Allan and two children, Mr. A. E. Allan, Mrs. A. E. Allan, Col. W. S. Birdwood, Mrs. W. S. Birdwood, Mr. A. S. Bremner, Mr. E. V. Carey, Mr. F. T. Colson, Mr. M. T. Craven, Mr. R. Doherty, Mr. E. Buxton Forman, Capt. G. A. Forsaith, Miss E. Franklin, Bishop Galloway, Mr Geo. R. Gregg, Mrs. Geo. R. Gregg, Mr. K. Hamada, Mr. Y. Hattori, Mr. D. Heron, Mr. Y. Ijima, Mr. K. Kimura, Mr. H. King, Miss M. King, Mr. S. Kojimi, Mr. N. N. Kolobashkin, Mr. H. Lapp, Mr. L. Leybold, Mr. R. E. Lindsey, Mrs. R. E. Lindsey and child, Capt. E. W. S. Mahon, Mr. R. Minturn, Mr. H. Minturn, Lieut. D. Pudsey, R. A., Master W. Shields, Mr. T. Shirai, Mr. D. Siffert, Mr. N. Takenouchi, Mrs. Yamanaka, Mrs. Aramaki.

TRADERS IN DISTRESS.

Said To Be Without Food as Result of Mineola Wreck.

San Francisco, Nov. 9.—There is a report current in the city that the fur traders in the stations along the Okhotsk sea must be nearly starving to death, as the ill-fated steamer Mineola failed to reach those stations.

According to the story, the vessel had visited some three stations and was on her way to the Okhotsk sea when she was wrecked.

For years this port has been supplying the men at these stations with food, and if by any chance provisions fail to reach them, they have no way to get food.

It is said by those who know the conditions in those lonely places that the wretched fur traders are absolutely dependent on the outer world for the necessities of life, as they have no means by which they can kill game, if by chance there is any game to kill.

It is thought that for this reason there will be sent another vessel to those waters, which will be laden with provisions for the unhappy fur traders.

A San Francisco firm has had this business for many years and has been chartering vessels for this trade.

This trade has, however, increased so largely that it is contemplated to have a regular line of steamers to trade in those far northern Asiatic seas.

The crew of the Mineola is expected here soon on the steamship Manchuria.

SOUND SHIPPING.

Port Townsend, Nov. 9.—Arrived—British ship Agnes Oswald from Port Gamble for crew; British ship Ancona from Victoria. The British ship Balmoral, Capt. Roop, will tow to Seattle Wednesday to discharge the balance of her cargo of cement and when same has been put out she will proceed to Port Blakeley to load cargo of lumber for Melbourne. The bark Albert, which arrived Saturday night from Hilo, will tow to Port Gamble Wednesday to load cargo of lumber for Lanaima.

Port Blakeley, Nov. 9.—Arrived—American schooner John G. Booth from Port Gamble.

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No Hope For Peace

Time Is Not Opportune to Influence Russia to Make Terms.

France of Opinion That Nothing Can Be Done at the Present Time.

Statements Discouraging Mediation Issued by Both of the Belligerents.

Paris, Nov. 12.—The reports of attempted mediation in the war in Far East have again made