# Local News

(From Friday's Daily.)

Presented With Medal.—At Wednesday evening's annual general meeting of the British Columbia Pioneer Society, Richard Hall, M. P. P., the retiring president, was presented with a medal by the gentleman who succeeded him in that office. Mr. Charles Hayward. A vote of thanks was also tendered the retiring officers.

Supreme Court.—In the Supreme court yesterday Mr. Justice Irving decided in favor of the defendant in the suit of Geddes vs. McFadden. His lordship, on the previous day, advised a settlement, but the parties were unable to agree. In chambers, Mr. Justice Irving granted probate in the estate of F. A. Astrico, deceased, to Mr. Heisterman.

Police Court.—In the Provincial Police court yesterday the preliminary hearing of the charge against John Cartwright, of Sooke, was continued and adjourned until this morning. Supt. Hussey is conducting the prosecution and Mr. Twigg is defending the accused. In the City Police court two men were fined for striking women, Ed. Greely and a bluejacket named W. J. Cawler. They were fined $10 each.

Mitchell-Hooper.—At Christchurch cathedral on Wednesday evening Bishop Perrin united in wedlock E. S. Mitchell and Miss Beatrice Hooper. The honeymoon is being spent on the Sound.

Long Mail Route.—On the 29th of November a mail packet left Edmonton for Fort Macpherson, a post of the Hudson's Bay Company on Peel river, near the mouth of the great Mackenzie river, within the Arctic circle. From Edmonton to Macpherson the distance is 1,854 miles, and in that great stretch of wilderness there are only thirteen posts where the couriers will be able to rest and replenish their supplies. The mode of conveyance will be by dog train and the packets, one for Fort Resolution, and the other for Macpherson and intermediate points, will be limited to 300 pounds each.

The Chinese Cases.—Another of the Chinamen accused of conspiracy to procure the conviction of Wong On Dis Wong Gow turned up yesterday. He is Wong Wing Fuk, and he has not been in the city for many months past. He surrendered to the police on his arrival and was brought up in the Police court yesterday and released on bail, on the application of his counsel, Mr. Geo. Powell. The hearing of the charge against him was adjourned until Monday next. The amount of Fuk's bail is $5,000.

Sons of England.—At the annual meeting of the Sons of England, officers for the ensuing year were elected as follows: President, W. T. Allen; vice-president, Geo. Jay; chaplain, J. Nute; secretary, J. T. Croot; treasurer, R. Dinsdale; first committee man, C. F. Beaven; second committee man, W. Hill; third committee man, D. J. Farmer; fourth committee man, J. Critchley; fifth committee man, J. Mantville; inside guard, A. E. Jones; outside guard, Geo. Millett; surgeon, Dr. Stainer.

Handsome Souvenir.—One of the neatest of the souvenirs of Victoria which have been published has just been issued by the Victoria Book and Stationery Company. The cover is a heavy dark homespun board with white lettering and a vignette of the Parliament buildings. Looking through the pages are found a most complete set of views which do justice to Victoria's many beauty spots. The workmanship displayed is excellent and unexcelled by anything seen previously of this description. The reproduction of the photographs is done by a new process, which is the most perfect imitation of the beautiful carbon finish yet discovered.

Tree Seeds for Europe.—In the not distant future seeds of native trees may be shipped to Europe in bulk, adding, possibly thousands of dollars to the annual trade volume of the British Columbia coast cities. M. J. Hendry, the nurseryman and seedsman of Vancouver, has just received an order from one of his European correspondents for over a thousand dollars' worth of native tree seeds, if he can secure them. He also has enquiries from Germany, Russia and England for these seeds for nursery planting. The seed required is "Thuya Gigantea," or the native Giant Cedar, and "Pseudotsuga Douglasii," or Douglas fir. Both of these varieties of trees grow wild here and are being cut down both by the lumbermen and by the rancher, who is clearing land.

Mirth, Music and Merriment.—Mrs. Lloyd, of Westholme, gave a very enjoyable impromptu dance at her residence last Wednesday evening. The hospitality of Mr. and Mrs. Lloyd has no parallel and it was with great reluctance that the party broke away at 3:30 a. m. The supper room was tastily decorated and literally ablaze with glass and perishables, while the "luxury of life" was overflowing, similar to the Cowichan river at high flood. Amongst those present were: Mr. and Mrs. Elliott, Mr. Day, Mr. and Mrs. P. Roberts, Mr. R. Gibbs, Mrs. C. Price, Mr. G. Dickson, Miss Roberts, Mr. P. Jaynes, Mr. and Mrs. Barkley, Mr. D. Nixon, Miss Jaynes, Mr. Howard, Miss Holmes, Mr. Middleton, Mrs. Jones, Mr. and Mrs. P. Johnson, Mr. A. Johnson, Mrs. Halhead, Mr. F. Halhead, Miss Halhead, Mr. M. Halhead, Miss Bonsill, Mr. F. Holmes, Miss J. Holmes, Mr. M. Elliott, Mrs. McDonald, Mr. A. Elliott, Mr. Carter, Mrs. Ranson, Mr. Belson, Miss Mutter, Mr. Freeman, Mr. C. Lamb, Mr. Brakspear, Mr. G. Mutter, Mr. Smythe, Mr. A. Mutter, Mr. O. Smythe, Dr. Perry, H. B. Graves and Mr. Wallace.

The Province and the Regiment.—In connection with the alleged libel published in the Vancouver Province concerning the Fifth Regiment, the following from that paper is of interest: "The attention of the Province has been called to the fact that an erroneous impression has been caused by the publication on November 23 of an account of the investigation in the Fifth Regiment, Victoria, regarding matters concerning the regimental band. There was no intention on the part of the Province to reflect in any way upon Lieut.-Colonel Hall or any other officer, or upon the regiment. Any statement in the Province, so construed, was printed inadvertently, as part of information supplied by an occasional correspondent in Victoria, who was evidently misinformed as to the facts. The Province is assured, and believes, that Lieut.-Colonel Hall, Major Hibben and the other officers have performed their respective duties with entire propriety, and regrets that any published reference to the investigation of the affairs of the band should have created an impression unfavorable to Colonel Hall, to his officers or to the regiment."

(From Saturday's Daily.)

Police Court.—In the Provincial Police court yesterday the hearing of the charge against John Cartwright, of Sooke, was continued and further adjourned.

Lloyd's Agent.—F. G. Mitchell, chief engineer of the Princess Victoria, has been appointed Lloyd's agent in succession to Mr. Fowler, of Vancouver, who goes to Seattle.

Supreme Court.—The divorce suit of Dean vs. Dean came up before Mr. Justice Irving in the Supreme court yesterday and was adjourned to the 19th inst. No other business was transacted in the court.

Relieved of Gun.—The police yesterday "relieved" Mr. William Keeler of the burden of carrying a formidable horse pistol, which the old gentleman had in his pocket. Keeler, who is one of the characters of the town, said he had the weapon for sportsman's purposes. The police had ideas of their own, hence Mr. Keeler is minus a gun.

Back From England.—After an absence of three months on a trip to Europe, accompanied by his wife and daughter, Wm. Marchant, customs appraiser, has returned to the city. In England he visited his old home in Bristol, and throughout his travels experienced one of the most beautiful seasons that land has seen for many years. Mr. Marchant suggests that a good deal of missionary work has yet to be done in Great Britain with regard to Canada in general. The average person of the country seems to be ignorant of the natural resources and climate of Canada, particularly British Columbia, many confusing the Dominion of Canada with the United States of America.

Portland Fair. — The Lewis and Clark centennial exposition will be open between June 1st and October 15, 1905. The Pacific Coast Traffic association has arranged rates for the accommodation of the delegates to the annual meeting of the American Medical Association, which occurs at Portland, July 11th-14th, and the National Association of Letter Carriers, which convenes at Portland September 4th.

Mitchell-Hooper.—On Thursday evening in Christ Church cathedral Bishop Perrin united in wedlock Mr. Ernest Sidney Mitchell, second son of Mr. Theophilus Mitchell, of Vancouver, and Miss Beatrice Hooper, eldest daughter of the late Mr. Matthew Hooper, Fairfield road. The bride, who was given away by Mr. John Hooper, her brother, was attended by Miss Laura Hooper, while Mr. J. E. Mitchell, of Vancouver, supported the bridegroom.

Medical Inspection. — Respecting the visit here of Dr. P. H. Bryce, who is the chief medical officer of the department of the interior at Ottawa, it is to be mentioned that the inspection by a Dominion official at this port precludes the chance of any undesirable immigrants getting left in Canada on account of them being rejected by the United States immigration department. For years the department of the interior has been carrying on this inspection in the East. Now, Dr. Bryce says, the importance of the ports of Victoria and Vancouver are such as to make it necessary to carry out the inspection here. He is impressed with the vast amount of shipping which is being done here even now, although it is only in its infancy.

Timely Discretion. — Periodically complaints reach this office from subscribers that the Colonist has failed to connect in the morning. In nine cases out of ten investigation shows that the trouble is not with the delivery, but arises from the machinations of a third party. The paper is delivered regularly, but is as regularly stolen. A few days ago a Johnson street merchant complained of irregular delivery, and one night lately a special officer was posted to watch the premises and see what actually happened. He says that the carrier delivered the paper, and about half an hour later along came an individual (whose name is available for future reference) and, picking the paper up, opened it, at the same time glancing up and down the street to see if anybody was in sight. Something seemed to arouse his suspicions, for the watcher from a doorway across the street saw him rapidly refold the paper and replace it on the doorstep and make tracks.

Ladysmith Elections.—Very little interest is being taken in the approaching municipal elections at Ladysmith. The probability is that Mayor Coburn will be again a candidate. He may have opposition in the person of Isaac Gould, a well-known merchant. Ald. Matthewson and Ald. Nicholson have definitely decided to retire, the only new names mentioned as aldermen being Andrew Bryden and D. McKennell.

Died in Harness.—One of a small light team of horses employed in the tremendously heavy work of dragging the shovel at the building of the new septic tank over James Bay, dropped dead in his tracks, evidently from sheer strain on heart and nervous system, last Wednesday. The poor brute did its best, with the patient bravery of its kind, until death mercifully put an end to its tortures. The carcass was removed and another horse got employment.

Out of Season.—The fact that several goodly bags of trout have been taken at Shawnigan and Sooke Lakes during the past fortnight, and exhibited with pride in town, may fairly be taken to indicate that ignorance of the law is the rule rather than the exception. Trout fishing is out of season. Although the authorities have been very lenient in respect to the fishermen heretofore, they may not always be so. And the good fisher who reads and obeys the law has a right to insist that his sport shall not be spoiled for the pleasure of someone less conscientious in observance of the law.

A New Parish.—The rapid growth of Victoria West has induced Archbishop Orth to organize a new parish for the Catholics of that part of Victoria. Tomorrow, at 10:30 a. m., His Grace will inaugurate the new enterprise at Semple's hall, Langford street. Rev. J. M. Castex, C. M., the appointed pastor, will officiate and Archbishop Orth will preach the sermon. A cordial invitation to the ceremony is extended to all. Sunday school will take place at 2:30 p. m. at the same place under the superintendency of the pastor. Father Castex intends to erect a church at some central point of Victoria West in the near future.

Dominion Fair.—W. Ladner, the veteran stock-raiser of the lower Mainland, who was in the city yesterday for the purpose of attending the annual dinner of the B. C. Pioneer Society, thinks Victoria and New Westminster should unite in an effort to get the big Dominion exposition for British Columbia next year. Discussing the comparative advantages of Victoria and New Westminster for the exhibition, Mr. Ladner, naturally, expressed himself in favor of the latter city. He announces that officials of the Royal City are prepared to make a strong fight for the exposition should the government decide in favor of British Columbia. It was generally understood that the matter would be fully considered at the annual meeting of the Westminster Agricultural Association, to be held on Friday, the 16th inst.

Report Denied.—In conversation yesterday, Mr. Christie, local manager of the C. P. R. telegraphs, stated that the special despatch from Nelson, published in yesterday's Colonist, was quite incorrect. Mr. Christie said that he had been in communication with Superintendent Wilson at Vancouver, and he had stated that the reported prospect of a strike among the C. P. R. telegraphers was nonsense. While the order of telegraphers is in consultation with officials at Montreal regarding a new schedule of wages, the story of the Nelson reporter is quite erroneous and misleading. Mr. C. H. Dowell, referred to in the item, is not a member of the Order of Railway Telegraphers, but is inspector of the central division of the C. P. R. telegraphs. He is on leave of absence and simply made a passing call on Superintendent Lawrence.

No Jap Oranges.—It was expected that the White Funnel liner Yangtsze would fetch from the Japanese ports a large consignment of Japanese oranges, but she brought none. The steamship Empress of India brought only a very small quantity, consequently the local market is becoming rapidly depleted of this delicious fruit, and prices are mounting fast. There is now no prospect of further supplies from the Japanese ports till the arrival of the next Empress, ten or twelve days hence. The Japanese oranges were selling at fifty cents a box before the facts connected with the failure of the Yangtsze to bring fresh consignments were known, but it will be impossible now to buy those oranges at such a price until the new arrivals at the end of the month. As is usual in such cases, the retailers are overwhelmed with orders for Japanese oranges, and cannot begin to supply the demand.

(From Sunday's Daily.)

Railway Rumors.—There were no new developments yesterday in connection with speculation over the railway announcement made by T. W. Paterson at Thursday evening's meeting of the Board of Trade. Mr. Van Sant, the manager of the Victoria Terminal Company, is credited with the statement that he does not deny that negotiations are proceeding looking to the withdrawal by his company of participation in Victoria business. There is some talk of a new agreement between the city and the railway company. It is likely that the question in all its phases will be fully debated at tomorrow evening's meeting of the City Council.

Contractor's Views.—A. McLeod, one of the best known railroad contractors in the Dominion, who is at present in the city, is watching developments in connection with the Grand Trunk Pacific scheme. No man knows better than he the difficulty of organizing and keeping together the large force of laborers necessary to successfully carry out a work of this magnitude. Of course, the line, once laid out, will be built in sections. In the East, where labor is cheap and plentiful, the demands of the contractors can be met in this particular, but out here in the West conditions are the reverse. A great army of men must necessarily be imported for construction work here. Where these men are to be secured is the question which has been agitating the minds of those at the head of the big undertaking.

Columbia Coast Mission. — A liberal response has been made to the appeal on behalf of the mission steamer, which it is hoped, will be shortly built for work amongst the loggers in the northeast part of the island. A sum of $1,000 is asked from Victoria and a similar sum from Vancouver, while $2,000 has been promised from the Missionary Society of the Canadian church. The Rev. J. Antle, who has given up his parish in Vancouver in order to undertake this work, feels confident of raising the $1,000 in Vancouver, and already $500 have been collected in Victoria. It is an effort that may appeal to many who would be inclined to refuse an appeal for ordinary church work, as there are three thousand men in these logging camps for whom nothing is done. The work will not only be of a religious, but also of a social character, including circulating libraries, the establishment of reading rooms, and an emergency hospital. Subscriptions will be thankfully received by Mr. A. J. C. Galletly, treasurer, Bank of Montreal. A full list of subscribers will be published in due course.

Missionary Anniversary.—The Rev. A. M. Sanford, B. A., of Nanaimo, will be the speaker at the missionary services at Strawberry Vale, South Saanich, and North Saanich today. The income of the Missionary Society throughout the Dominion reached high water mark last year, it being over $13,000 in advance of the previous year. The work has been successfully carried on both at home and on the foreign mission stations, and the workers have been greatly cheered by their successes.

Shirt waists and dainty linen are made delightfully clean and fresh with Sunlight Soap. 53


## Americans Don't Believe Story

### Reported Withdrawal of Great Northern and Alaska S. S. Co. Discredited.

### Puget Sound Traffic Managers Give Vent to Their Feelings.

(From Sunday's Daily.)

Yesterday morning's Post-Intelligencer of Seattle showed how deeply stirred are the American transportation companies by the announcement published exclusively in the Colonist, that the C. P. R. might control the traffic to and from this city. The Post-Intelligencer has the following, which is deeply interesting to all Victorians:

The report that the Canadian Pacific Railroad Company is about to secure control of the marine carrying trade, both passenger and freights, between Seattle and Victoria, is vehemently discredited in this city. Charles E. Peabody, president of the Puget Sound Navigation Company, which owns and operates a line of steamers plying regularly between this city and Victoria, is most emphatic in his denial of any such a move being on foot. The story published in yesterday's Post-Intelligencer received greater credence than it otherwise would have from the fact that there have been persistent rumors for the past several weeks to the effect that all of the vessels of the Puget Sound Navigation Company and the Alaska Steamship Company had been purchased by a single concern. These two corporations, which are closely allied, own and operate about twenty vessels, all of which are running either on the Sound or between Seattle and Southeastern Alaska ports. Mr. Peabody is president of the Puget Sound Navigation Company and vice president and general manager of the Alaska Steamship Company.

The deal would involve in a way four great trunk lines—two transcontinental namely, the Canadian Pacific and the Grand Trunk line, the other two being the Great Northern and the Northern Pacific Railroad companies.

The story is that the two chief factors in the alliance are the Great Northern and Canadian Pacific; that the former has agreed to abandon all interest in Victoria in favor of the Canadian Pacific, and that in lieu thereof the Canadian Pacific, save nominally, will discontinue its service to Seattle. It is known that many of the principal stockholders in the Canadian Pacific are heavy shareholders in the Great Northern, and vice versa.

The meat in the cocoanut, according to those who claim to be on the inside of this far-reaching and gigantic deal, is to handicap the Grand Trunk line, which is pushing out from Eastern and Central Canada to a Pacific coast terminus at or near Fort Simpson, close to the southern boundary of Alaska, and by means of which to shut out the latter corporation from Vancouver and Victoria.

Another version of the plan has it that the two railroad corporations would go still further, turning over not only the water line between Seattle and Victoria, but between Seattle and Vancouver. The marine line between Seattle and Vancouver is owned by the Pacific Coast Company, and operated by the Pacific Coast Steamship Company.

It is claimed that Great Northern interests practically control and dominate the Pacific Coast Company, but this is and always has been vigorously denied by the officers of and controlling spirits in the latter corporation. As an evidence of which, J. C. Ford, vice president and general manager of the Pacific Coast Company, yesterday said:

MANAGER FORD'S STATEMENT.

"The Great Northern has not now and never had anything to do with the management of the Pacific Coast Company. We feel friendly to that corporation and have a traffic alliance with it as we have also with the Northern Pacific. James J. Hill has nothing to do with the management of the company. Mr. Harriman, on the other hand, is a director and stockholder in our company. We are, as a matter of fact, in direct competition with both roads, especially the Great Northern, which runs to Bellingham, to which port we operate a line of steamers; also to Vancouver. The Great Northern, as we all know, but recently built into Vancouver. As for Victoria, we have nothing to do with that city. But my opinion is that the Puget Sound Navigation Company will not give up that route without a fight, no matter what may be the understanding between the Great Northern and Canadian Pacific, and I am inclined to believe that there is no agreement between these two roads. The Canadian Pacific runs into this city and it looks reasonable that the Great Northern has no idea of abandoning Vancouver. Still I know nothing of the railroad phase of the question. And I speak only for the Pacific Coast Company, which looks upon all railroads through the same glasses. As for ourselves, we are not in any deal of the kind, and I am of the opinion that there is nothing in the story sent out from Victoria. In any event we will continue to hold down the Vancouver run with our boats.

Mr. Peabody gave equally emphatic denial to the report that either of his companions had entered into or contemplated going forth in any agreement with the Canadian Pacific or the Great Northern. He said:

"The best denial I can give to the yarn which appears to have been evolved from the brain of T. W. Paterson, M. P. P., whom I have not the pleasure of knowing, is that the Puget Sound Navigation Company has just completed the purchase of terminal grounds in Victoria. We have purchased the land and purpose erecting a substantial wharf thereon for the exclusive use of our Seattle-Victoria steamers. We have not been negotiating with the Canadian Pacific or any other corporation looking to the withdrawal of our vessels from the run. As for that it matters not what either the Great Northern or Canadian Pacific may do or wish to do, we are on the run to stay. And in this connection I wish to give emphatic denial to the report that we have or are contemplating the sale of either the fleet of the Puget Sound Navigation Company or the Alaska Steamship Company. We are not in the market, and no one has approached us on the subject of buying.

"We have long had a traffic alliance with the Northern Pacific for handling its business, both freight and passenger, from Seattle to Victoria. Our contracts with that corporation reach far into the future. For my own part I am inclined to discredit the Victoria story.

The Great Northern and Northern Pacific, I think, will be slow to give up their Victoria business. And as for ourselves, we have important mail contracts which could not be lightly passed over to some one else.

"The Great Northern Railway Company has no intention of withdrawing from any territory in the Northwest which it now occupies. It has entered into no traffic arrangement with the Canadian Pacific for the division of territory or business. It will continue the policy in the Northwest to which it has adhered in the past, and has no plans for giving up anything."

The real cause of the discontinuance of the passenger service of the Great Northern from Victoria to Sidney, on the mainland, as intimated in the Victoria despatch printed in the Post-Intelligencer yesterday morning, is believed to be the failure of the city of Victoria to pay the subsidy of $30,000 a year agreed upon when the steamer Victorian was placed on the run. The railroad company has now withdrawn the service until an agreement with the city over the matter can be reached. The city claims that all the conditions of the service named in the agreement have not been complied with.

Mr. Farrell, Louis W. Hill, first vice president of the Great Northern, and other officials of the road were up as far as Vancouver Thursday to inspect the coast line. Their visit had no reference to the Victoria matter. Yesterday the visiting officials made an examination of the tunnel in this city.

AN AWFUL VOYAGE.

Puget Sound Lumber Carrier Has Rough Experiences.

Boston, Dec. 10.—The ship W. F. Dumrock, which arrived from Port Blakeley, Wash., after a voyage of 197 days, brought news of the loss of her boatswain, F. Collins, and a story of dangerous and trying experiences.

Collins was washed overboard and drowned while the vessel was rounding Cape Horn. The vessel encountered a number of storms, but the worst was on November 14, just after passing Bermuda, when a hurricane blew her 200 miles out of her course. While the vessel was on her beam ends the cargo shifted. The rudder was broken and her upper and lower topsails were carried away.

Later the ship was picked up helpless by two tugs. Temporary repairs were made at Bermuda and the ship was towed to Boston by a tug. On the way up the coast a fireman on the tug was washed overboard and lost.

PUGET SOUND EXPORTS.

Increase in Output From Neighboring Sea Ports.

The tide of Oriental trade in provisions is again on the up turn, and during the month of October the value of provisions exported from Puget Sound was in excess of the same month during 1903, says yesterday's Post-Intelligencer. The increase was valued at $22,538. San Francisco's gain is slightly less, aggregating but $20,784. Trade in other lines is also known to be improving, and from now on exports in all lines are expected to show notable gains.

During October there was a gain in the exports of every article of provisions except hogs and prepared beef. Tallow shows the largest proportionate gain, for where there were only twenty pounds shipped foreign in October of 1903, there were 5,675 pounds exported during the same month of the present year.

25 YEARS' TOLL OF THE SEA.

Excluding naval vessels, 13,716 ships of all descriptions, with a tonnage of 4,928,364 belonging to the United Kingdom, were totally lost in the 25 years ended June, 1903, says the London Daily Mail.

During the same 25 years, according to a Bluebook just issued, 6,541 of the vessels met their wrecks and casualties; British ships were attended with fatal results to 40,340 persons, of whom 34,237 were members of the crew and 6,103 were passengers, pilots or other persons. The average annual loss was 1,613 years ago, in his last of the 25 years—that dating from July 1, 1902, to June 30, 1903—the number of lives lost was below the average, being 599 crew and only 25 passengers. The vessels lost in that year numbered 350.

During the year 1902-03, 5,660 seamen and passengers were saved from wrecks of British vessels everywhere, and of foreign ships on or near the coasts of British territory.

LUXURIOUS CHANNEL TRAVEL

Gradually the 19-knot steamers of the Belgian government on the Dover-Ostend mail route will be replaced by new 23-knot turbine boats, says the Daily Mail.

The first of the new vessels is now on the stocks at Hoboken, near Antwerp, and will be fitted up most luxuriously with ladies' boudoir, richly decorated smoking rooms and state cabins. The Marconi system of wireless telegraphy will be installed, and will be at the service of the voyagers.

MOANA FOR AUSTRALIA.

On Friday evening the Canadian-Australian liner Moana started on her voyage to Australasia, with a full cargo of Canadian products and the following passengers: J. A. Lloyd, Mr. Burgess, Mrs. Hubert Wood, Rev. M. Richardson and wife, D. B. Moss, G. A. Wood, Mr. Koonan, Mr. McCullough, Mr. Webb and wife, C. E. Weston and wife, W. J. Pluskett, R. D. Hisch, Allan Beverley, Mrs. Hamilton and child, H. M. Douglas, James Douglas, Mr. Higson, Dr. F. R. Foster, W. Hislop, M. T. Williams, E. Coe, D. Wright, A. Roberts, Mrs. Coe, Miss Coe, J. C. Patterson and wife, W. H. Lee, J. Kirby, J. Malcolm, Mr. Howe, Mr. Anderson, Mr. Haine, C. A. Knowles and wife, C. D. Stevens and child, Rev. Father Lee, A. J. Snowden, Mr. and Mrs. J. McAdam, Miss Voysey, Mr. Simon, Charles Glidden and wife, A. Pratt, A. Aiken, P. S. Couldrey, Mr. Laughan, J. D. Rogers, Mrs. Walsh, Miss Douglas, Miss A. Draper, W. Williams, S. Ballom, M. Bythew, Peter Rennie, F. Anderson, T. Siren, M. A. Ross, Arthur Ross, Miss A. F. Ross.

A BAD FIRE.

Conflagration Threatening Portion of a Virginia Town.

Norfolk, Va., Dec. 11.—Fire that broke out at 1:30 this morning in the lumber yard of Robinson & Co., Portsmouth, is beyond control of the entire Portsmouth department, and is burning through a wholesale block before a high wind. The fire district is bounded by High, Queen, Chestnut and Pine streets, and the property endangered comprises a big lumber yard, planing mill, lumber mill and sash and door factory. At 2 o'clock there had been no check to the progress of the fire and the residential section of Portsmouth is in danger. A high wind adds to the difficulties.


## Toiled Too Hard And Broke Down

Nerves Went to Smash—Could Not Sleep—Work Was Impossible.

**Ferrozone**

"Gave Me New Vital Energy—Nourished Me Back to Good Health.

Perhaps you are in poor health? But work must be done and there is no chance to take a rest.

Never mind the rest—it won't be necessary if you use Ferrozone. It builds up the system, enriches the blood, strengthens the nerves, makes you feel like new at once. No medicine in the world is so powerful in restoring health writes C. P. Sommerville, of Weymouth.

"I was weak and miserable.

"I toiled too hard at my business and broke down.

"My nerves went to smash, I couldn't sleep, and simply had to give up everything.

"Did Ferrozone help me?

"Well, I think it saved my life! It gave me new vital energy, nourished me back to permanent good health. No better tonic is made than Ferrozone."

All physicians recommend Ferrozone because it is absolutely certain to give strength to those that use it. 50c. per box, or six boxes for $2.50, at all dealers in medicine or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ontario.


## Artist Villiers On War Writers

### Continuation of Famous Painter's Remarks Regarding the Present Campaign.

### Estimates of the Various Well-Known War Correspondents on Active Service.

Owing to pressure on space on Wednesday night it was impossible to publish in full the interview obtained by a Colonist reporter with Mr. Frederick Villiers, so that the following section had to be held over until today. The talk of the famous war artist is so interesting and informing that no apology is needed for printing this belated portion of the interview written on Wednesday night:

Mr. Villiers recalled in pleasant terms his relationships with Mr. Richard Barry, war correspondent of the San Francisco Chronicle, who passed through Victoria a few days ago from Port Arthur to his headquarters. In Mr. Barry Mr. Villiers recognized a genuine war correspondent. A man born to the arduous game of following armies and reporting their doings. Mr. Barry has not only remarkable military knowledge, but he has the courage, the brains, the daring enterprise that are all essential to the war correspondent who is to be worth anything to his paper. Mr. Villiers says that Mr. Barry if spared will become a great war correspondent. And with all his talents and high spirit he has the modesty which seems to be a characteristic of the best men in any profession. Mr. Villiers warmly praised the work done by Mr. Barry at the front, and thought the San Francisco Chronicle ought to feel glad to have on its staff so competent a man.

Mr. Villiers was asked how he thought the war would end, and he replied without any hesitation that Japan would win. She has the men, the money and the ships. This year's crops in Japan would alone pay all the expenses of the war. Crops had been beyond all record, and it was hardly too much to say that the barns and granaries of Japan were bursting with plenty now. Exercising a rational economy in everything, bringing an admirable common sense to bear on all the affairs of life, the Japanese could defy even Russia long after many other nations would have had to yield to stern necessity.

Mr. Villiers will push on to London without delay, and will there proceed at once to elaborate his sketches. Mr. Villiers told the Colonist he was now a free lance, and was acting for the illustrated London News on commission specially for the war. He is still the same stalwart, pleasant-faced, quiet-talking man who charmed many audiences in British Columbia about ten years ago in his illustrated lecture tour. Time has powdered his locks with a little of the snow of years, but he looks as fit and willing as the day he left for the Balkans to watch the fight for freedom of the Serbs against the tyranny of the unspeakable Turk.

The smart dressing of the military mousaches, with the ends twisted out to a stiff bar, au D'Artagnan, and the extreme tips frayed out somewhat after the style of a camel hair brush, give a distingue air to the interesting face with its keen blue eyes that search and search as if observing of minute lines and peculiarities were their business in life. And the famous old war artist-correspondent laughs as heartily as ever, especially when the subject of the Chefoo story tellers was introduced, with their appalling slaughter of nearly all the Mikado's men. It was good to listen to that hearty old English "Ha! ha! ha!" as Mr. Villiers threw his head back and gave vent to his mirth. "Tommy rot, Tommy rot," he laughed, when he heard of the trained swordsmen attacks.

In winding up his remarks Mr. Villiers paid a high compliment to the courtesy of the Japanese commander, his staff and his men. Trouble seems to be a word which the Japanese have eliminated from their dictionaries. They take infinite pains to be obliging, and the war correspondents with General Nogi's army were made to feel that they were dealing with gentlemen, from the distinguished commander down to the humblest sutler. Mr. Villiers spoke pleasantly of his stay in Toronto and mentioned many names with which Victorians are familiar, notably those of Messrs. Egan and George Denny. As a diplomat Mr. Egan takes high rank, according to Mr. Villiers. While of Mr. Denny he gave the newspaperman's highest and strongest compliment: "A good man!" It is in Richard Barry, however, that Mr. Villiers sees the coming Archibald Forbes.

Had time permitted, a much fuller account than this could have been obtained from this genial and talented war artist. Mr. Villiers went east Thursday on the Atlantic express.

## A NARROW ESCAPE FOR PREMIER COMBES

### Chamber of Deputies Sustains Government by a Narrow Majority.

Paris, Dec. 9.—Premier Combes today in the chamber of deputies maintained the government's right to inform itself concerning the military and civil functionaries. Former Premier Ribot and M. Miller had criticised the premier for his circular directing government officials to furnish information concerning their colleagues.

The debate proceeded amid great excitement as the vote was expected to determine whether the cabinet would stand or fall.

Finally, after giving assurances that the government would take steps to prevent the objectionable features of the system of secret records, the premier secured a majority of thirty, which terminated the prospects of a crisis.

SOUND AND B. C. SHIPPING.

Tacoma, Dec. 9.—The French bark David D'Angers, Capt. Le Carre, arrived in port this afternoon from Seattle in tow of the tug Wanderer, and was docked at the Balfour dock, where she will discharge the balance of her general cargo. After same is all out she will load a cargo of wheat at this port for the United Kingdom, having been recently chartered for that voyage by the Northwestern Warehouse Company.

Steveston, B. C., Dec. 9.—The barge Chinook arrived in port Wednesday evening last from Seattle in tow of the tug Wyadda for a cargo of canned salmon. Her load will be finished this afternoon, and she will leave for the Sound this evening in tow of the same tug.

Port Townsend, Dec. 9.—The American ship Abner Coburn arrived in port today after a voyage of 13 days from San Francisco, from which port she sailed November 26. The Coburn is in command of Capt. Burgess, and is under charter to Renton, Holmes & Co. to carry lumber cargo to Callao. She will load at Port Blakeley.

BLACK SEA FLEET.

London, Dec. 9. — The Associated Press learns in official quarters that an investigation induced by the renewed suggestions of sending out the Black sea fleet, showed that most of the ships of that squadron are dismantled and laid up.

## James J. Hill's Chinese Crew

### How Mine Host Goldsmith Feeds the Boarders at the Hotel Minnesota.

### Precautions Taken to Prevent Celestials Escaping From the Corral.

(From Saturday's Daily.)

Unfortunately it was not possible on Thursday morning to run the account in full written about the steamship Minnesota's Chinese crew, now penned at the outer wharf. The following is the conclusion of the article, half of which was published Thursday morning:

At the front entrance to the old warehouse an exercise and airing yard has been built in with a board fence ten feet high, topped with many ply of barbed wire, and having all around the outside near the top, a sort of gallery or scaffold on which will pace, night and day, a sentry with loaded weapons to watch that none of the Chinese get away to join their compatriots up town, and so evade the $500 head tax required by the law from every addition to Chinatown arriving from China.

At the south end of the yard is the kitchen where the chow chow for the Chinese will be prepared. The aperture through which each mess of twenty men gets its ration is long and narrow, and there is no hope of escape that way. Inside the kitchen, Mr. Tom Goldsmith, the genial proprietor of the Montana Restaurant, who was the successful tenderer for the feeding of the Chinamen, has everything shipshape, clean as a new pin and stored with abundance of everything that the Chinaman likes to eat.

A special range of stone and cement has been built, and on top of each furnace is placed a huge rice vat, resembling the morning bath of the cold water man when he goes out of town and expects to be in places where they use the ordinary bath for keeping coals in. In each of those big caldrons is placed the special kind of food required at the meals. In one last night there steamed a splendid savory mess of snowy rice, big-grained Chinese rice, equal to any placed on the tables of white people. In another simmered a deliciously odoriferous stew composed of chopped pork and cabbage. In the third was a mixture that seized the nose with a peculiar fragrance, the constituents of which were strictly Chinese.

Mr. Goldsmith is assisted by a staff of cook's mates who are well trained at their business, and who handle the provender for the detained celestials with a celerity and precision that betray long training in the noble art of hash slinging. The contract calls for two square meals a day, to consist of rice, meat and fish. Entirely on his own account Mr. Goldsmith has included in the menu for the Chinese a number of those little relishes and tasty bits which they are so fond of, such as salted dried shrimps, salted shrimp paste, peanut oil, China turnip and cabbage, dried orange peel, ginger, plenty of spices, li chee nuts and others. Of course, in the circumstances, the bird nest soup and dragon's eggs deviled with palm oil and orange pekoe have to be left out owing to pressure on the available space. Mr. Goldsmith expects to have the Chinese on his hands for perhaps eighteen days. The Minnesota is coming along the South American coast at about eight knots an hour, according to some of the latest reports, and consequently cannot reach Victoria much before the end of the month.

It was a sight to see the 172 Chinese fall to on the provisions last night after they had received their berth spaces on the floor. Chopsticks also supplied by Mr. Goldsmith) never worked with such dazzling speed as they did in conveying that rice and meat from the blue-and-white china bowls to the fine open countenances of the men who had been three days taking the fasting cure. The occupants of the Hotel Minnesota will be fed in the morning and again in the evening. Between times they will have a chance to reflect on the joys of being a Chinaman in a coop, and to digest their food very much at leisure.

Those employees of the Minnesota are oilers, firemen, deckhands, cooks, saloon and stateroom servants, steward's helpers, dishwashers and other useful things. Most of them speak English very well.


THEY KNOW IT.

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The best of them only bring passing relief.

Dr. Leonhardt's Hem-Rold is a tablet taken internally that removes the cause of piles, hence the cure is permanent. Every package sold carries a guarantee with it.

It is perfectly harmless to the most delicate constitution. A month's treatment in each package. Sold at $1.00. At any drug store, or The Wilson-Fyle Co., Limited, Niagara Falls, Ont.


AUSTRIAN DEADLOCK.

Vienna, Dec. 10.—Another parliamentary deadlock has arisen through the German radicals joining the Czechs and Southern Slavs in opposition to the government scheme to obtain parliamentary consent to a loan of $1,400,000 for treasury purposes. The budget committee has rejected the scheme and the premier decided to prorogue the Reichsrath. The cabinet may resign. Premier von Korben is expected to do so in any event.


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