Thanksgiving Day Fixed

...der-In-Council Makes the Date ...of Celebration as November Seventeenth.

...ercolonial to Take Over the Canada Eastern Railway on Monday Next.

...fficulty With Capt. Bernier—The Proposed Mexican Service.

...m Our Own Correspondent.

...ttawa, Ont., Sept. 15.—At today's ...eting of the cabinet an order-in-coun... was passed fixing Thanksgiving day ... Thursday, November 17.

...is stated that the Canada Eastern ...way will be taken over by the I. C. ... on September 19.

...ommander Spain has left for Quebec ...endeavor to patch up the difficulty ...h Capt. Bernier. The resignation of ... latter from the Arctic is said to be ... to chagrin over the fact that Major ...odie was put in command of the ex...tion. Capt. Bernier expected to land ... police at their destination and then ... a ramble in search of the pole, but ...as placed under the orders of Major ...odie, who will use the ship as a pa... of Hudson bay and straits.

...e department of trade and com...ce has learned that for the pro...d steamship service between Canada ... Mexico on the Atlantic a greater ...idy will be required than is con...plated, and Mexico is not very ...ous to increase the subvention. It ...ely, therefore, that for the present ... Atlantic service will be dropped. ...ico is greatly interested in the Pa... service, and this will be established ...he near future. Mr. Earl secured ...dge last session that vessels would ...at Victoria, inwards and outwards. ...rd Dundonald has purchased Crich...odge, which he occupied during his ...ence in Ottawa. It is said that ... Dundonald may be here this fall ... hunting expedition.

...onel Lake, of the war office, has ... offered and accepted the position ...ief of staff of the Canadian militia. ...ill permit the other appointments ...e military council, as arranged for ...session, to be made at once. Lord ...ter will be inspector-general. This ...e highest paid office of all. It is ...0 a year, the same as is now paid ...H. O. C. The chief of staff gets ...0. Colonel Vidal will be made ad...-general. The military council ...therefore be as follows: Civil rep...atives, Sir Frederick Borden, Col...Pinault, deputy minister of militia, ...Mr. Borden, accountant; militia ...entatives, Col. Lake, chief of staff; ...el Macdonald, quartermaster-gen...and Col. Cotton, master of ord...

A Great Storm.

New York, Sept. 15.—A number ...lives were lost, much property ...maged and several ships were ...ecked in the storm which swept ... the Atlantic coast last night ...d today.

...t was one of the fiercest Sep...nber storms on record, thunder ...d lightning adding terrors to a ...rrifying gale which swept drench... sheets of rain over land and ...

...Tonight telegraphic reports say ...t the storm has swept out into ... ocean and from the Canadian ...st.

JEWS' PASSPORTS.

Refuses Request of the Government of the United States.

...etersburg, Sept. 15. — The fact ...at government of the United ... through Ambassador McCor...had opened negotiations with the ... government with the object of ...ng recognition of Jewish pass... in Russia is not generally known ... Even the Journal de St. Peters...he semi-official organ of the for...ice, receives the reports dribbling ...rough the foreign press with iny. The Journal refers editor...what it calls a "stupefying" ar... the Paris Siècle, representing ...nt Roosevelt as a new Moses ... to impose on Russia liberal ...nt of Russian Jews naturalized ... United States, and Pobedonostoff ...r general of the holy synod) as ...vil genius, and says:

...those who have written or in...the article weighed the temerity ...chimera, a realization of which ...e an insult to Russia?"

...arguing at length the reasons ...Russian Jewish laws the Journal ...:

...ington says, 'Your restrictive ... barbarous. We condemn them. ... breach them.' Washington ...hat Russian Jews naturalized in ...ed States are entitled to escape ... of the empire or the dignity ...United States would be surrend...o, a thousand times, no. The ... of the United States will not ... We deny and always will deny ...reign country has the right to ...ertures for the classification of ...tion under the fiction of rights ... by naturalization in America. ... statement of the case demon...s enormity. American citizens ...ys welcome and will always en...ment similar to the citizens of ...ntries. But that does not pre... specifying conditions under ...eign citizens can enter the em... we wished to limit immigra...America does, if we wished to ...ese immigration as America ... would deny our right to do so! ... we reserved to ourselves the ...limiting the domiciliary privi... native-born Americans who ... Christians we would have the ... do so. Consequently, with ...ason, we have the right to stop ...Russian Israelites who might ... United States and simply ex...assports to swarm back after ...reep away the territorial dikes ... the slightest provocation ap...he ever vigilant protection of ...tates of the land with which, ...er of fact, they have no tie, ...ificial protection they would ...e a sore body politic. Once ...efuse to believe that President ... who has given so many evi... political tact, has entrusted ...can ambassador at St. Pe...ith such a mission."

...answer has been given to Mr. ... in the matter, but all hope ...a will even undertake to en... American proposals is prac...ndoned.

TRUCK A MINE.

...ling Vessel Reported to Have ...isaster Off Port Arthur.

...el, supposed to be the British ..., struck a mine recently off ...r.

...n of those on board of her ...d.

...idered probable that the ves...ning the blockade.

What Russia Has To Fear

A Sketch of the Outlaws of Eastern Asia—A Great Organization.

Almost Certain Now to Make Open War—Japan's Effective Allies.

"One Who Knows Them" thus describes the brigands of northern China in the Daily Graphic. The sketch becomes intensely interesting now that the Russian army is in full retreat, for thousands of stragglers will be cut off by the brigands:

Mongolia and Manchuria have always been the happy hunting ground and refuge for outlaws and brigands. The mountains form a safe refuge, and the vast fertile plains make the country rich and worth looting. As in the middle ages in Europe, so also in China, outlaws fled from justice to the mountains, and, banding together, gradually became a power in the land. To make themselves more feared, these outlaws grew beards and dyed them red. Hence they are known to the Chinese as "Huang Houtzes" or "Redbeards," of which former name "Chunchuses" is a corruption. In North China it is a common custom to frighten children into obedience by saying "the Huang Houtze is coming," as we at home talk of the bogey man.

A GREAT BAND OF BRIGANDS.

The "Huang Houtzes" are not a tribe, but an enormous secret society or band of brigands, and used to be solely recruited from outlaws and others fleeing from justice. Since 1900, however, when the Boxer rising took place, they have been joined by thousands of Boxers, some because they dared not remain in their homes, having taken advantage of the rising to loot all the rich men of their village; others because, once having tasted the joys of a lawless life, they could not go back to settled occupations. The Russian invasion of Manchuria also added largely to their numbers. The inhabitants of Manchuria were mostly armed and formed into a kind of village militia for protection against these very brigands. The Russians, looking, perhaps rightly, on all Chinese as their enemies, disarmed large numbers of the Manchus, and in return did not give them adequate, if any, police protection. Consequently the wretched Manchu farmers, half ruined by Russian "commandeering" and exactions, and defenceless against the brigands, were wholly ruined, and, having nothing left to do, took to brigandage themselves, with the result that the Huang Houtzes have in the last five years trebled in numbers. At the present time there must be very nearly 180,000 of them scattered over Manchuria. The ideas of the outlaws have undergone considerable change, and, instead of being brigands pure and simple, they are now a large and powerful society, bound to each other mainly by their hatred of the Russians and their longing for revenge. Nearly all have some real or imaginary wrong to avenge. One may have had his farm burnt; another his women folk outraged; a third, perhaps, has been wrongfully beaten a fourth has had his cattle looted. Others lost their all in the three days' sack of Mukden ordered by a Russian general because the local Mandarin caused a Cossack (who was caught in the act of outrage) to be crucified.

THEIR ORGANIZATION.

In this sacking of Mukden, Tu Li San, the most powerful chief of the inhabitants, was caught by the Russians, but, unfortunately for them, managed to escape the day before his execution was to have taken place, and has since made his name a terror in the land. The organization of these Chunchuses is simply wonderful. Each band consists of one chief, with a number of minor chiefs under him, who are always with him, form his bodyguard, and are the nucleus of the band. Each of these minor chiefs, who number about fifty to each detachment, is followed by some ten to twenty brigands—all picked men. In this way the gang with each chief numbers from 1,000 to 1,200 men. Then, the relations of these men, their friends and others living in the villages near headquarters and in the neighborhood, are all on the books of the secret society. In the event of a large raid, or in attack on the Russians or on another gang being contemplated by the chief, these outside men are called in, and the original band easily swells in a day or two to 5,000 to 6,000 men. Every head chief employs a staff of one or more clerks. These men keep the rolls of the band and the account books. Every man's name is entered, with the pay he receives and all details connected with him. All moneys received and loots taken are also carefully entered up, and the whole concern is run on strictly business lines. Every man is paid a certain fixed salary, and has a portion of loot according to the work he does. Those actually present at headquarters get their food, etc., free; the others, in the outlying villages, forage for themselves.

PIRACY.

The Huang Houtzes do not confine themselves to simple brigandage, but go in for piracy as well and also raids on a large scale. They either put to sea in peaceful merchant junks as merchants, being joined afterwards along the coast by other members of the gang, or go to sea crowded in small boats and capture trading junks. From 1890 to the present year pirates have been plentiful in the Gulf of Pechili and on the coasts of North China. In 1901 I happened to have business on the coast between Taken and Shanhaikwan. Everywhere I heard dreadful tales of pirates, and when within eight or nine miles of the coast saw traces of their handiwork—houses burnt, villages almost deserted, shot-marks on walls and roofs, and lamentation everywhere; tales of men killed, valuables looted, and young girls abducted. A British man-of-war was searching for them, and in the early morning I saw nearly eighty large junks sailing along the coast and eventually coming to anchor in the river. These eighty junks had on board at least 4,500, if not 5,000 men. Junks draw very little water, and the river was very low, so that the British ship could not possibly follow them, and the Chinese were powerless to drive them off. I heard afterwards that a Japanese gunboat captured two of these junks and took 250,000 taels of silver (£50,000) out of them.

In 1902 the junk trade at New Chwang was completely stopped for nearly two months, as, owing to Huang Houtzes, hardly a junk came down the River Liao. Finally the Russians sent a gunboat up the river, and within two days 3,000 junks came into New Chwang. They had all been held up by the brigands. Some couldn't pay the toll demanded, others wouldn't and a large number had remained at the various towns, not daring to leave for fear of being plundered altogether.

CRUEL BUT BRAVE.

The Huang Houtzes are Chinese, and therefore by nature cruel. They are probably more cruel than the ordinary Chinese, as the hard life they lead is bound to make them, but they are brave and care nothing for death, though they fear physical pain and being wounded. This is natural enough, as, having no skilled doctors or surgeons, anything worse than a very slight wound means a slow and lingering death. They are hard fighters and can shoot straight; and, if they really combine, the Russians will have another formidable foe to reckon with, as the following story will show: In the spring of 1901 a band of about 1,400 Huang Houtzes broke through the great wall and advanced via Yungpingfou towards the railway. The Chinese asked for help, and a company of the 4th Punjab Infantry was sent ten miles north of the railway. The Chinese informed Major Browning, who was in command, that the brigands had taken possession of the town of Taotaiying, ten miles further north. Major Browning left at daybreak with eighty men, and on approaching Taotaiying was fired on from a village. He, with some men mounted on mules, commenced a flanking attack, but men from another village in the rear began firing as well. Major Browning and three sepoys were killed immediately, and Lieutenant Stirling, in command of the remainder, was also wounded. Several other men were also immediately hit, and, as firing was general from all sides, a retreat was begun. The Huang Houtzes pursued our men for ten miles. Mounted as they were, they continually got around our small party of infantry. Again and again the Huang Houtzes closed round, and again the men of the 4th Punjab Infantry kept them off, until they at last reached their post and subsequent safety. Not till next day did we know that the Huang Houtzes had lost nearly 150 men, if not more, in the fight. Next day a column composed of 700 of the 4th Punjab Infantry, 300 Japanese and 20 Zouaves went out, and after four hours' heavy fighting drove the Huang Houtzes out of Taotaiying, and then only when their retreat was threatened.

A MERCILESS FOE FOR RUSSIA.

In 1902 the Huang Houtzes were mostly collected in Mongolia and along the bordess of Manchuria. The country was in terrible state. The walled towns had their gates shut; the magistrate, who had so long kept the taxes for their own use instead of spending them on proper police, were virtually prisoners in their own towns. Trade was at a standstill. Everywhere was misery and ruin. Houses were plundered and burnt, men being murdered daily, while their wives and children were carried off to a life of slavery and misery. The Chinese tried to help by sending General Ma with some troops, but he effected very little, and that only in the northwest, outside the Great Wall, near Peking. Gradually the numbers of the Huang Houtzes grew, until they assumed the present alarming proportions. Mongolia became depleted, and there was nothing left worth robbing. The Huang Houtzes were driven in search of loot and food towards the rich plains of Manchuria and Russia. Here, being joined by thousands of Manchus, their character slowly changed from that of brigands only into a fierce body of marauders bent on injuring the Russians. Again and again they have tried to reach the railway, to massacre patrols and generally to harry the Russians. The Russians have kept and are keeping thousands of men guarding the railway simply for fear of the Huang Houtzes. The Huang Houtzes give no quarter and expect none. Every Russian patrol that leaves the railway does so in danger of being cut up by these bandits. Whether the Chinese or the Japanese are directing or helping them is not known; it is very probable that one of these nations is doing so, if not both.

Earl Grey and The Liquor Traffic

New Governor-General's Coming Is Very Significant to Temperance People.

In Public Eye as Foe to the Evils of Strong Drink.

(From Friday's Daily.)

Earl Grey's coming to Canada as Governor-General is more significant to temperance people than to any other class in the community, says the Toronto Mail and Empire. More, perhaps, than any Englishman of equal rank, he has been in the public eye as a foe to the evils of the liquor traffic. Whether he is one of those whose creed is expressed in the three negatives "touch not, taste not, handle not," we cannot say, but the probability is that he is not. Indeed his first idea on this question is to "handle" very gingerly, not only liquor as a subject but as a beverage. He may not be accepted as a prohibitionist, and it is well to emphasize the vast difference between a temperance man and a prohibitionist. The former we conceive to be more a matter of breeding than of belief. Temperance is a quality of a gentleman and a doctrine of all philosophy. It is not limited in application to the drinking of liquor, but extends with equal force to the eating of food, and indeed to every practice. It is the uncompromising foe to indulgence and bestiality. Prohibition goes much farther, and peremptorily forbids not only the abuse, but what is defended as the use of liquor. It would be at this point that Earl Grey would take leave of an out and out prohibitionist. His lordship, whatever may be his ideas about the ultimate fate of liquor, firmly believes that at present the best way to cope with the evils of the traffic is to deal with the effects rather than the cause. Though this may not be satisfactory to extremists, they must admit that Earl Grey's method of dealing with the problem has been statesmanlike and has resulted in a vast amount of good.

The "Public House Trust," popularly known as the Earl Grey movement, is nearly twenty years old. In view of the recent discussion of Bishop Potter opening with prayer the Subway Tavern in New York, it is interesting to note that the first reformed public house had the approval of the Established Church. Furthermore, it was owned by a Warwickshire parish, having been bequeathed to it in trust of the rector. This rector, as befitted his cloth, was a temperance man, although not a prohibitionist, and was fully aware of the evils that often attend the sale of liquor. He determined not to give away or sell the business, but to try to improve it by the establishment of the Gothenburg system, which was then introduced to England from Norway, and has ever since been a topic of considerable interest and importance. The great principle of the Gothenburg system is to deprive the man who sells liquor of any particular interest in it. He makes no money by it, being paid a salary no matter how much is drunk on the premises. He has a direct interest, however, in selling non-alcoholic beverages, for in addition to his salary he receives a commission on all of this kind of refreshment he is able to dispose of. Furthermore, he is required to sell only pure liquors and at a reasonable price. The latter stipulation, we should imagine, would do more to increase the sale than the commission on soft drinks would overcome. At the same time it is a just provision, and one that has done much to make the trust popular.

The experiment in Warwickshire aroused considerable interest, and later on, as it justified its existence, an equal enthusiasm. Next the Gothenburg system was adopted by the Birmingham waterworks committee for its workmen at Elan valley. This also was a success. In 1896 the Bishop of Chester established the People's Refreshment House Association, to take over the management of the corner saloon wherever it could acquire a license. The association did valuable educational work until 1901, when Earl Grey became the leader of the movement which will always be associated with his name. His lordship's desire was to establish a branch of the trust in every county, with the lord-lieutenant as an ex-officio head of the committee of management. So well have the leaders of the movement conducted their campaign that at present they have control of 150 public houses, and the number is increasing every year. Progress in this direction is strictly limited by the English law, which does not grant a license to an individual, but to a house. The law has no desire to increase the consumption of liquor, and consequently does not build more public houses, but contents itself with gradually securing old licenses as they come into the market.

This policy has been carried out not without difficulty on account of the "tied-house system," which is about 25 years old and affects three-quarters of the public houses in England. There, as in Canada, the brewers and distillers are the largest owners of public houses. The brewer usually holds a mortgage on the tavern, and the occupant, or nominal owner, in consideration of the brewer's financial assistance, purchases all his malt liquor from the brewery. Keen competition among the brewers has introduced the system of the brewers owning the freehold or leasehold of the public-house, in which, however, the tenant is always interested to some extent. At the same time, in three-quarters of the drinking places in England a large proportion of the capital is supplied by the brewers. Thus they have the publican "tied" to them. Hence the name given the system. This is the method almost universal in London. In some counties the tying is for beer only, some for beer and spirits, some for everything sold on the premises. The brewers have also copied to some extent the Gothenburg system, by appointing managers on salary. These servants, however, receive a commission on the goods sold. The royal commission appointed to examine into the wine, spirit and beer trade of the United Kingdom found that, on the whole, the tied-house system was not opposed to the interests of the general public, but that it is inimical to the public house trust is apparent. The great brewers are not so easily dealt with as isolated tavern-keepers. They have unlimited capital, and when they are determined to retain a license it is useless to bid against them.

In rural districts where public opinion may be more easily crystallized the influence of the trust is greater, and it is usually able to defeat a brewery for this reason. The people see that the system lessens the evils of intemperance and even the heavy drinkers support it. The financial side of the movement is easily understood. A five per cent profit is allowed those who provide capital for the work. Any surplus is converted into a fund, which may be used in extending the zone of the trust, or devoted to public purposes. There is neither "graft" nor "rake-off," and the men connected with the scheme being of impeachable character, they have the implicit confidence of all classes of people. As a constitutional vice-regent, Earl Grey may not be able to so prominently identify himself with either side in such a controversial matter as he has done in England. But that privately and unofficially he will be a tower of strength to moderate temperance people cannot be doubted.

On September 14th, the ratepayers of Keslo will vote on a by-law to exempt a fine separating plant from all municipal taxation for a period of ten years.

Sir Sandford Goes to Bamfield

Party Left Today on the D. G. S. Quadra for Barkley Sound.

After Inspecting Cable Station Will Return Saturday Morning.

This morning at 5 o'clock the Dominion government steamer Quadra with Sir Sandford Fleming and party on board, sailed for Bamfield creek, to visit and inspect the station there of the British Pacific cable, in which Sir Sandford is deeply interested from more points of view than one.

Yesterday the party spent a pleasant time visiting all the chief points of interest in and about the city, and the weather being superb all enjoyed the drive to the utmost. Sir Sandford expressed his great pleasure at the astonishing growth of Victoria since he was here last, and predicted that the city had great things before it. The splendid old scientist looks hale and hearty, and takes the same keen interest in everything as he did when he was building up his world-wide fame as one of the supreme men in his profession.

Sir Sandford was the originator of the British Pacific cable idea; the father of the great scheme, in fact. He advocated it with all his might; wrote about it, talked about it; addressed great gatherings of great people about it, and had the satisfaction of seeing his grand idea at length taking a firm hold of the imagination of the people of the empire, and also of the rulers of the Empire. Sir Sandford was here when his scheme of linking the distant portions of the Empire was in its infancy. He returns to view the finished work, to see it a practical working item in the business of the British Empire.

The Quadra will proceed direct to Barkley sound and land the party at the cable station, where accommodation has been prepared for their reception. The return to Victoria will be made on Saturday morning. It is expected that Sir Sandford and his party will not make a long stay in Victoria on Saturday, but will probably continue their journey East. The Quadra will likely be detailed for the duty of taking the party on to Vancouver.

At Bamfield creek Sir Sandford will make a thorough inspection of the working of the cable in all its details.

Many old friends of Sir Sandford called upon him at the Hotel Dallas during his stay in Victoria and renewed acquaintance. Sir Sandford was heartily pleased to meet them all and gave each a cordial greeting.

TAKING STOCK OF MINERALS.

Similkameen Is Unrivalled for Railroad and Smelter Profits.

Charles H. Wolf, geologist for the Granby smelter, Grand Forks, arrived in Princeton last Sunday from Hedley, says the Similkameen Star. He is here to examine and report on the mineral deposits of the district. Already he has covered the ground from the boundary up to this point and left on Wednesday for Roche river, working back to Princeton via Copper and Kennedy mountains. The Tulameen and Boulder districts will be visited also, in both of which Granby people are said to have large holdings. There is no doubt that the Granby directorate have in view the building of a large smelter near Princeton, confirmatory evidence of which is in the possession of persons who have eligible smelter sites and no doubt the real object of Mr. Wolf's mission is to determine certain required preliminaries to actual construction. As is well known President Hill of the Great Northern is interested in Granby stock. He has the facility of creating tonnage for his road, and ore tonnage has been equal for profits. The reasonable deduction is, therefore, that Mr. Hill is now securing further data for his guidance in Similkameen enterprises.

ABOUT B. C. PEACHES.

Some As Large As Apples Grown in the Okanagan Country.

Wednesday evening James Jones, foreman of T. W. Stirling's orchards, brought into the Clarion office fifteen excellent peaches as big as large apples. Some of them measured over nine inches in circumference and when four were placed in a row touching each other they extended eleven and one-half inches. Mr. Jones says that he picked the whole fifteen from one small branch, and that many of the trees are similarly loaded. Those who have seen specimens of the best fruit grown in America say that they never saw anything to surpass those both for size and quality. T. W. Stirling has one of the largest and finest orchards in the Okanagan valley and Mr. Jones takes great pride in keeping it in first-class condition. The fruit is well picked and packed, so that it reaches its destination in the best of shape. The district around Kelowna is capable of producing as fine peaches as any other part of the world, and more peaches have been shipped from here than any other part of the Okanagan. The only reason that the farmers do not go extensively into this branch of fruit growing is that peaches do not possess as good shipping qualities as apples and other hardier fruits.

Shearwater Is Reported Ashore

Behring Sea Patrol Vessel Said to Be on Alaskan Rocks.

News Brought Down by Returning War Vessels But no Details.

(From Friday's Daily.)

It was reported yesterday afternoon at Esquimalt that H. M. S. Shearwater was ashore at a point on the Alaskan peninsula, and that she had been hard and fast upon the rocks for six or seven days. The news of the accident was brought by members of the crews of the warships now in Esquimalt harbor, but it is impossible to ascertain the particulars of the disaster.

The only thing known is that the vessel is actually ashore on the far northern Alaskan coast, and that she has been in her perilous position for some days. No information is given out by the naval authorities at Esquimalt.

The Shearwater was detailed for the season's patrol duty in Behring Sea to protect the sealing industry, and it is reported that she was on her way south to Esquimalt when she met with her mishap.

As there was no word of the returning cruiser last evening from Comox, it is feared that there may be a good deal of foundation for the story of her running on the rocks.

SAYS B. C. FRUIT IS VERY GOOD

Professor Mills of Ontario Expresses Admiration for Provincial Variety.

On Thursday afternoon many of the party accompanying the railway commission were guests of James Johnstone at his fruit ranch across the Outlet, says the Nelson News. They were greatly surprised to find fruit growing an industry in a country which looks like merely a picturesque combination of mountain, lake and river.

One of the commissioners, Professor James Mills, was formerly principal of the Ontario Agricultural College at Guelph, and is an authority on many departments of agriculture, including fruit growing.

Last night Professor Mills expressed his opinion of Nelson fruit to a representative of the Daily News. He said that the fruit he saw was a revelation to him. The apples were perfect in every particular, of magnificent size and color, in fact, ideal apples. He added: "If apples could be made to order, those I saw at Mr. Johnstone's couldn't be improved." But Professor Mills was even more struck with the circumstances that the apples were absolutely free from blemish. "There was not a cull on any tree I examined; every apple was fit for packing, according to any test or standard ever applied."

Professor Mills also examined the pears and plums at Mr. Johnstone's ranch and expressed great admiration. He is familiar with the Grimsby and Niagara districts of Ontario, called "The Garden of Canada," and has never seen anything finer than the fruit of Nelson district. He added: "I didn't see the cherries or raspberries or gooseberries, but if they compare with the apples, pears and plums, you have here a fruit country unsurpassed by anything in the dominion."

He inquired about the competition of fruit imported from Washington and California, expressing a fear that the codlin moth and the San Jose scale might be introduced. On being told that the fruit inspectors were alive to their duties and were steadily rejecting all tainted imports, he was greatly pleased and expressed a hope that the fruit districts of Kootenay might flourish free from all blemishes.

Professor Mills remarked that the long stretches of lake and river shore in British Columbia, at the foot of lofty mountains, with rich soil, a favorable climate and sheltered from the winds, should make ideal orchard land.

In spite of his labors as a member of the commission, Professor Mills has enjoyed his trip through British Columbia very much and has found time to note the varied resources and the rapid progress of the country.

MANIAC SEAMAN.

Sad Fate of a Sailor on Northern Fishing Vessel.

The San Francisco Chronicle reports: Ellias Christenson, a sailor on the fishing bark City of Papeete, was brought into port Saturday afternoon lashed to the mast and a raving maniac. Six days ago the man became mentally deranged and made three attempts to end his life by jumping into the sea. He was finally ironed by order of Captain Ipsen and kept a close prisoner until his arrival here yesterday. He was removed to the detention ward at the Central Emergency Hospital last night, and will be held for examination before the Insanity Commissioners on Monday.

For the last five months the City of Papeete has been cruising in the Alaskan waters, and Christenson at various times during the extended run showed signs of melancholia. On the return trip he began acting in a peculiar manner, and after making two unsuccessful attempts to leap into the waves finally succeeded. He was dragged from the water in a half-drowned condition, but upon reviving at once expressed his determination to repeat his effort to end his life.

King Edward is not so tall as many people imagine, and whenever his majesty is photographed in a group he is invariably asked to stand on some small eminence, such as a step, in order that he may compare as well as possible with those about him. In his stocking feet he is just 5 feet 7½ inches. His majesty wears boots with high heels, and his total height as he walks is 5 feet 8½ inches.

Manchester Ship Canal Promoter

Marshall Stevens Interested in Great English Enterprise Is Interviewed.

Will Visit Coast Cities on an Extensive Tour of Western Canada.

Mr. Marshall Stevens, one of the best known men of Manchester, England, spent yesterday in Winnipeg, says the Winnipeg Free Press of Saturday last. Mr. Stevens arrived from the east in the morning and in the afternoon addressed a special meeting of grain men in the board of trade rooms on the storage of grain in England. This morning he left for the west, and after a few days among the mountains, will go on to Vancouver, returning east by way of the Yellowstone park, St. Louis and Eastern American cities. At Vancouver, Mr. Stevens will meet a son he has not seen for seven years, a successful civil engineer in Alaska.

Mr. Stevens gave an interview last evening to a representative of the Free Press. "I was asked today," he said, "if this were my first visit to Canada? I replied that it was my second, although I had never visited Winnipeg before. I was assured then that if I had not visited Winnipeg, I had not visited Canada. And, indeed," he added, "I believe there is a good deal of truth in that remark. At any rate, although I had visited the Canada of the past and probably of the present. I had not seen the Canada of the future until I came to Winnipeg."

"You ask about my impressions," he continued. "Well, really, among my first marked impressions are some regarding the American system of handling baggage. I am always told," he said, "that this is a very safe system, but I find it a very inconvenient one. You get your checks, but very seldom your baggage when and where you want it, and a check let me tell you is not a change of linen. While speaking of that, I may say that three years ago I visited a dozen American cities and did not get my baggage at one of them. Finally, at the last city visited, it arrived three days after I did. That was in the United States, of course, and three years ago," said Mr. Stevens, laughing heartily, "but I am having the same experience in Canada—even, I must say in Winnipeg."

Mr. Stevens has had a very large share in the construction and management of that great work, one of the biggest of the past century, the Manchester ship canal. He was one of the original board, had a great deal of construction under his supervision and was managing director of the canal for the first three years it was in operation. He is yet greatly interested in the undertaking and one of the directors. Just now he is in charge of the development of the estate lying along the canal and just opposite the Manchester docks, which has had a most interesting history, and whose recent development is nothing short of phenomenal. This is the Trafford Park estate. It has been in the Trafford family, not since the time of Elizabeth merely, nor only since the Norman conquest, but continuously ever since the days of King Canute. When the ship canal was projected, the late Sir Humphrey de Trafford fought the directorate, spending thousands of pounds in litigation. As a result the canal had to curve around the estate instead of following the natural course directly through it. After the death of Sir Humphrey—some time about 1897 or 1898—this ancient property came on the market, and now is rapidly becoming one of the most important industrial centres in England. "Your city of Winnipeg," Mr. Stevens remarked, "is simply a marvel for rapid development and new importance. Trafford Park is possibly the one spot on the globe that has beaten you in the last few years. On the 1,183 acres of this estate no fewer than fifty large concerns have already located, the Westinghouse Electric Company, one of them, having erected there the largest factory in Europe. There are enormous advantages there, each concern having its own railway terminal connecting with all the principal railways in the United Kingdom, and having to all intents and purposes frontage on the canal. The Ship Canal Company has made an arrangement by which on this whole area, freight is delivered at exactly the same rate as is charged for the simple unloading of a vessel to a dock alongside. That is, sixpence per ton. All this being considered, Trafford Park is an inimitable industrial centre for ocean and railroad terminals for factories, warehouses, storage and for other commercial purposes where deep water and railroad facilities are of consequence."

Of the ship canal itself, Mr. Stevens had much that was interesting to tell. It provides the nearest terminals to a population of eight millions of people. Opened as late at 1894, it made Manchester, up to that time an inland town, in eight years, that is, by 1902, the fifth port of the United Kingdom in value of foreign and colonial imports.

The last year for which Mr. Stevens of some of the quantities of various kinds of goods imported in 1902 was very interesting. It includes grain, 281,450 tons, cotton, 139,751 tons; fruit, 29,766 tons, timber, 384,053 tons; petroleum, 29,733,041 gallons and paper making materials, 123,530 tons.

The canal has, it is estimated, created an annual saving in cost of carriage to Manchester and district of one million pounds sterling. It is navigable by vessels up to fifteen thousand tons burden, which includes practically all of the great carrying class. The level of the canal at the docks is seventy-six feet above that of the sea.

In recalling some of the difficulties of the undertaking, Mr. Stevens spoke of that presented by the old Bridgewater canal constructed a century and a half before, which crossed the proposed line of the new canal. This crossing was declared simply impossible, but within a few days five distinct plans of overcoming the difficulty had been offered, all practical. That chosen is well known and has proven very successful. The smaller and older canal crosses the newer and larger in a viaduct which swings like an ordinary swing bridge to allow of the passage of vessels in the larger canal.

Work on trenching for the water works system will be started the first of the week. An analysis of the water taken from Baty creek, the pol tnor supply, made by the government chemist, shows absolute purity.—Trout Lake Topic.

COLUMBIA RIVER PACK.

Large Business Done This Season by the Canneries.

Astoria, Sept. 15.—The official figures of the spring salmon pack of Columbia river for 1904 were made public today. The statement of the pack is based on four dozen one-pound cans to the case. With the exception of the pack of two canneries, the figures are exact, and the total is less than 1,000 cases short of the actual output for the season. The statement is as follows:

Columbia River Packers' Association, 113,500; Union Fishermen's Co-operative Packing Company, 32,000; A. Booth Packing Company, 19,000; Sanborn Cutting Company, 25,650; Tallant Grant Packing Company, 14,600; McGowan & Sons, 28,200; F. M. Warren, 26,100; J. G. Megler, 15,600; Pillar Rock Packing Company, 13,000; Seufert Bros., 5,000; B. A. Seabers, 7,000; Alioona Packing Company, 7,000; Smith Sheldon Packing Company, 3,100. Total, 302,750.

GEOLOGIST SEES COAL AREAS.

Has Firm Belief in Mineral Wealth of Similkameen.

M. B. Baker, M. A., B. Sc., assistant lecturer in the school of mines, Kingston, Ont., came in on last Saturday's stage, says the Silmilkameen Star. He has been examining the coal areas of Nicola and he is here to report upon the quality and extent of the Princeton coal measures to Eastern capitalists. As a geologist Mr. Baker has held important positions with the Ontario government and large mining and manufacturing concerns. He considers the Similkameen remarkably rich in metals and was astonished at the variety and character of the mineral specimens in the Jackson hotel cabinet. The picturesque location of Princeton appealed to his strong sense of scenic beauty. When interrogated as to its fitness for locating a school of mines here he said: "Ideal, when transportation is afforded." He explained that Kingston was selected for a school of mines owing to its proximity to mineral deposits and said that Princeton was infinitely better off in offering such a wide range of minerals for practical research by students. He left for Otter Flat on Wednesday and goes east Sunday

Grafton Will Be Cleaned

Flagship of Squadron Enters Drydock This Morning for Overhaul.

H. M. S. Flora Just Out of Dock at Moorings With Steam Up.

H. M. S. Grafton will enter the dry dock this morning for a quick cleaning, and it is expected that she will be out again within twenty-four hours, ready for any emergencies that may require her attention. H. M. S. Flora, which has just come out of drydock after receiving a rush clean-up, is lying at her moorings in Esquimalt harbor with her steam up, prepared for orders which may send her to sea. At Esquimalt there is a good deal of subdued excitement, as it is well understood by all that there is something unusual afoot.

The movements of the war vessels, and remarks dropped by some of the men who have been ashore, have served to raise curiosity to a high pitch. The unexpected return of the flagship, and at full speed, from her trip to Comox, was taken as an indication that business of importance was forward, while the presence of the Flora and the rapid-cleaning operations to which both vessels have been and are being subjected since their arrival in port point, the observers think, to something out of the ordinary in prospect.

As noted in the Colonist yesterday morning, the decision of the United States government regarding the Russian armed auxiliary cruiser Lena, will probably have an important bearing upon the course of action of the Pacific squadron.

The crews of the two cruisers now in Esquimalt harbor have been steadily preparing the ships for what looks like a lengthy sea cruise; and the Grafton going into drydock for cleaning on such short notice also indicates that something in the way of sea cruising is expected.

CURE FOR SEA-SICKNESS.

Spanish Doctor's Clever Remedy Works Excellent Results.

A lieutenant in the Royal Navy believes that he has secured a remedy for sea-sickness, and has patented a prescription which has been tried by twenty of his friends, with successful results in eighteen cases, says the London Daily Mail. Ever since he went to sea, fifteen years ago, the lieutenant has suffered from mal-de-mer in rough weather, but one dose of his remedy, he says, will keep him free from sickness for six hours in the roughest weather. Lieut. F. W. Kinahan, who holds the patent, has several letters from seafaring friends, including the commander of a destroyer, all of whom testify to the efficacy of the remedy as a preventive of sea-sickness.

The original prescription was the work of a Spanish doctor.

NAVAL STORES STOLEN.

Serious State of Affairs Exists in the Navy.

Information has reached the London Daily Mail which points to the existence of a grave scandal in the navy. An officer on one of His Majesty's ships alleges that stores intended for the use of torpedo boat destroyers are systematically stolen and sold.

He states that soft soap, for instance, is daily taken from a store ship and disposed of by storekeepers, the loss in weight being made up by mixing water with the Paintwork scrubbers, cloth, olive oil, soap that is served out.

Blankets, brushes, and many small articles such as brass, screws, copper, and nails also, he alleges, disappear regularly, and vinegar, rum, tea, sugar, tobacco, and spirits also find their way ashore. No one is searched before leaving the ship.

FLOGGING IN THE NAVY.

Admiral Sir Cyprian A. G. Bridge is emphatic in his denunciation of the gross exaggerations made in Mr. Swift MacNeil's "revelations" regarding flogging in the navy.

Writing to the Express, he says:

"If an attempt is being made to injure the defences of the country by publishing 'horrible revelations' concerning flogging in the navy, it must arise from an almost inconceivable combination of malice and stupidity in the revealer.

"Such flogging as does take place in the navy—indeed it has been the case for many years—is merely a birching, limited to twenty-four strokes, and inflicted only on boys.

"I will undertake to say that, in proportion to the numbers in each, more flogging takes place in a single great public school than in the navy, and that in the case of schoolboys of high social position—if that will please your revealer—flogging is administered for much lighter offences than it is in the navy or has been for a generation.

"A duke's son at Eton runs more risk of being flogged than a coalheaver's son in the navy. Even malice and stupidity ought to be able to see something in that."

BRITISH SHIP ASHORE.

Another Unlucky Craft Finds the California Coast.

San Francisco, Sept. 15.—The British ship Ditton, Captain W. Dayis, is ashore about five miles south of the Cliff house. She is seventy-four days out from Newcastle, Australia, with a cargo of coal. The Ditton is a steel ship of 2,699 tons, 311 feet long, 42 feet beam and 25 feet in depth. She was built in Milford, England, in 1891, and belongs to the Leyland Shipping Company, of Liverpool. The Ditton is well-known in the Pacific coast trade, in which she has been engaged for years past. A heavy fog prevailed at the time the vessel went ashore.

The sultan of Turkey has seventy-one titles and on the parchment containing them are the words, "as many more as may be desired can be added to this number." Among the titles are "Abdul Hamid, the Eternally Victorious," "the Eternally Smiling," "the Eternally Invincible," "Distributor of Crowns to the Heroes Seated on the Thrones" and "Shadow of God on Earth."

Russian Cruiser Reported Near

Alleged That Korea of Czar's Auxiliary Fleet off Island Coast.

Expected She May Put In Here or at Esquimalt Harbor.

(From Friday's Daily.)

Members of the crew of the flagship Grafton, now in Esquimalt harbor, are reported to have said shortly after their return from Comox, that a large Russian war vessel, supposed to be the Korea of the Russian volunteer fleet, had been observed cruising off the northwestern coast of Vancouver island some days ago, and that she would probably come into Royal Roads within a few days.

In such case the same problem that has confronted the United States government in the case of the armed auxiliary cruiser Lena will be offered to the British government for solution