

## HER LINE TO MEXICO

and Ostrander Will Put  
Former Holland to Ja-  
Liners in Service

er steamship line to Mexico, including Victoria, Vancouver and British Columbia, Puget Sound and Los Angeles with Salina and other Mexican coast ports, established next spring by Ostrander, the steamship line cut the freight rates in the Pacific trade until flour is bedded for \$1 per ton. Capt. J. H. of the members of this firm, there is head of the big steamship company of Hamburg, in Victoria yesterday morning the steamer Rosalie to look over and left this morning for her. He is satisfied that there are opportunities for another steamship in the Mexican trade, and red two former Dutch steamers, Prins Hendrik and Prinses of the Amsterdam-Java mail service. The former has named Erna, after a former owned by the Jensen com- mercial Capt. Jensen sold at San last spring, and the other The Erna is now at Vicia where she took a cargo of merchandise from Hamburg come to Puget Sound from San port. The Erna is a steamer with a cargo of mer- from Hamburg for Vicia. It will come here from the port. The details of the new service have not yet been put, but in January Capt. and a party of others interest- in Mexican-Pacific trading which owns a large area at in which the Jensen com- invested \$30,000, will leave steamer line to make further tions on the Mexican coast, the preliminary trip made a ago, and on the return ar- will be perfected. The two both have accommodation for passengers. The Erna, for- Prins Hendrik, is a three-masted steamer of 3,528 tons gross, net, built in 1890 by Chard Greenock. She is 300 feet beam and 27.7 feet The Erna is a sister steamer the record of carrying the mail between Amsterdam and

Jensen, who is a young man of age, has been in com- several of the steamers of's company, and was in com- the steamer Tolosan at 24 age. He was prominently during the recent war with blockade-running steamers contraband for the Russian Vladivostok and Nikolai- path of the Amur river. There fifteen blockade-runners un- Jensen, one of which had a us fate. The steamer Soer- which took a cargo to Nicol- was lying at that port when an alarm and she put out- mer was never seen again general impression was that caught in the drift ice and were frozen to death in the

is a most mysterious thing. Jensen, "I was at Nicol- the time and we sent out erent searching expeditions ice. Natives told us some of a frozen steamer ast in the ice with frozen n board, but we never learn- until a considerable time when we learned that a life- in the missing Soerabaya, some charts and the ship's ad been found near Cape at the north end of the is- aghalien. Of the Soerabaya trace was found and the gen- pression was that she was the ice and lost, all out thirty people, being death."

seventeen steamers engaged the blockade during the panese war, Capt. Jensen one, a time-chartered British the Bawry, was captured by ese. The Soerabaya was the lost by accident. All others blockade successfully, some once.

the rate war in the trans- side, Capt. Jensen said his prepared to stay in the no matter what cuts were the regular lines. They had the freight rate on flour to which was the lowest on of this trade they have the Eye and Vanguard, having old the Tolosan to Japanese. is now on the California nd north to load for the Ore- re are also several steamers e charter to the company, m being the Sehalia, which sailed for Hongkong, the d Marcellus.

osan, which was recently to the Japanese flag and he Tamen Maru No. 6, was apt, Jensen to Russians at during the recent war and om her to the steamer Erna old at San Francisco. Af- e went back to Shanghai at the steamer Tolosan back an half the price he had er. Afterward he oper- for eight months and now sold her at a profit.

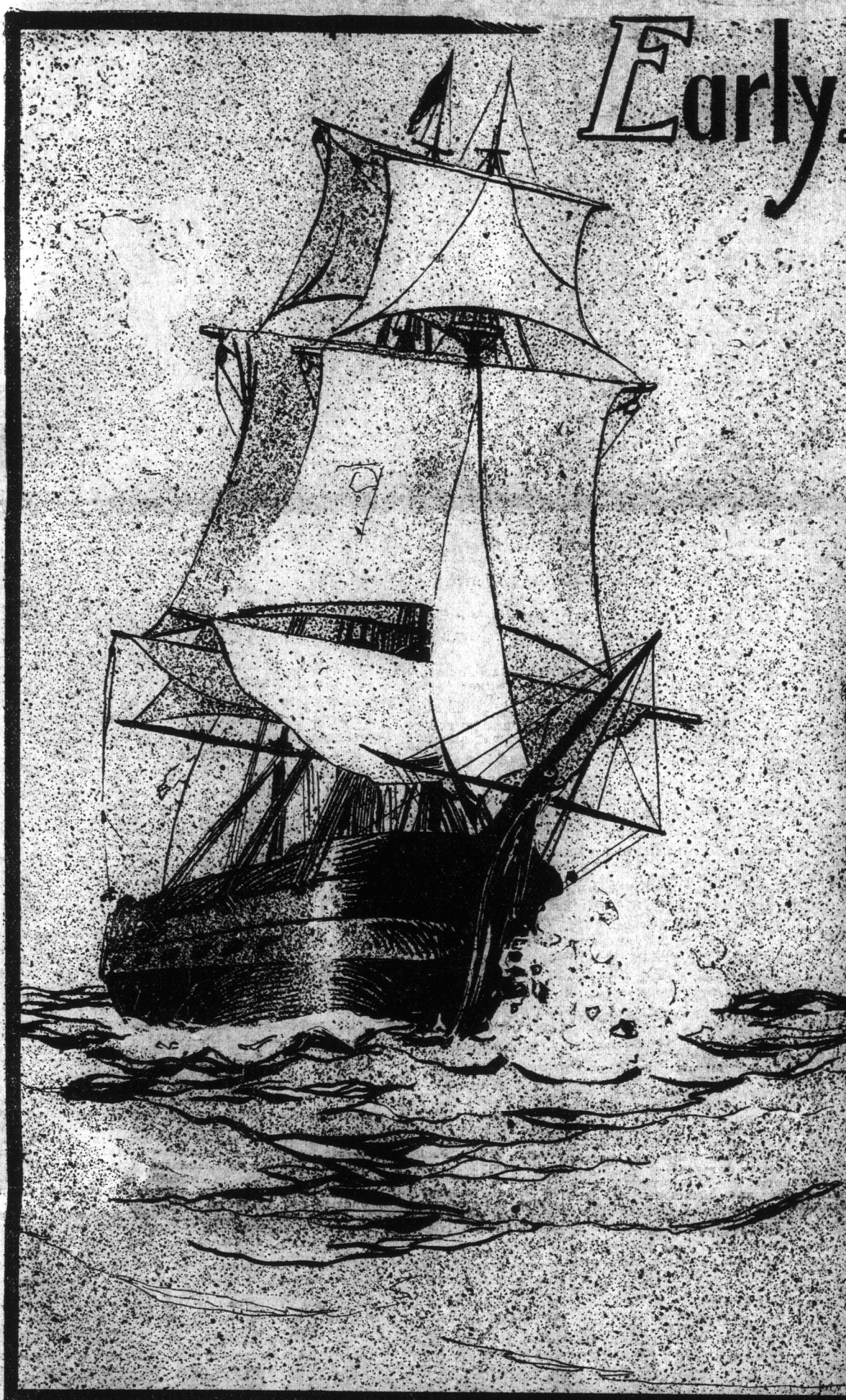
## PAY IN SIGHT

Employees Given Formal  
By the Depart-

N.B. June 5.—Circulars posted in different branches tercolonial railway service, re of General Manager Pol- the effect that the interm- appropriation voted by parlia- works and staff under the the department of railways will shortly be exhausted, are told that it is left to n whether they will con- work on the understanding rles or wages will be paid r supplies have been vot- employees were paid at the month, but the great bulk ployees, including shop and are yet to be paid.

tion of Feeble-Minded June 5.—The Nova Scotia the protection of the feeble- a committee of twelve will to further its object.

Pelouquin Acquitted June 5.—Geo. Pelouquin, of the longshoremen's as- who had been charged with money by false evidence, was honorably acquitted by quette.



HE present visit to Puget Sound of the mighty fleet of United States battleships after a voyage of 14,000 miles from Hampton Roads on the Atlantic coast, was an event of supreme and memorable interest to all students of maritime development on the Pacific ocean from the days after the first venturesome Spanish navigators first touched the shores of Vancouver Island and departed, leaving to the aboriginal tenants their seagirt domain in all its primeval quietude, to the present time, when busy cities throb and pulsate with the traffic of a great over-seas commerce.

Herewith are reproduced some historical views which will assist one in computing how great have been the strides made in marine architecture in the last few hundred years; and a reference to the voyages of the early discoverers will prove of special interest at this time.

At so remote a date as 1579 Sir Francis Drake anchored in the bay that still bears his name on the coast of California, and, on behalf of his sovereign, took possession of the country, which he called New Albion, this name being afterward applied to all the territory northward from Drake's Bay almost to the Columbia river. But for more than three hundred years after the beginning of European occupation on the North American Pacific seaboard, its largest island remained practically untouched.

In 1774-5 three Spanish explorers sailed along the northwest coast of America from California nearly to the border of Alaska and claimed the territory for the king of Spain. In the course of their voyage they landed at Nootka Sound on the west coast of this island.

In 1778 Capt. Cook, a British navigator, reached the same inlet. This famous navigator had twice before sailed round the world. He set out on his third voyage in order to find an open passage between the Atlantic and Pacific oceans. For more than two hundred years captains of ships had tried to thread their way among the islands and icebergs of the North Atlantic ocean, seeking in vain open sea, which was believed to be near the north pole.

Capt. Cook hoped to succeed by entering the Arctic ocean from the west. He left England in 1776, and after a long cruise in the southern seas crossed the Pacific. He first saw land near Lat. 44 degrees on the coast of Oregon. Missing the mouth of the Columbia river and the strait of San Juan de Fuca he

reached Nootka. Here he found a safe harbor, where he could repair his ships—the Resolution and Discovery.

When his ships were repaired Capt. Cook sailed north. He reached the Arctic ocean, but could see no sign of an open sea. However, it was late in the season, and he hoped to have greater success in the spring. But the famous Capt. Cook had taken his last voyage. He was murdered by the natives of the Sandwich Islands, where he had gone to winter.

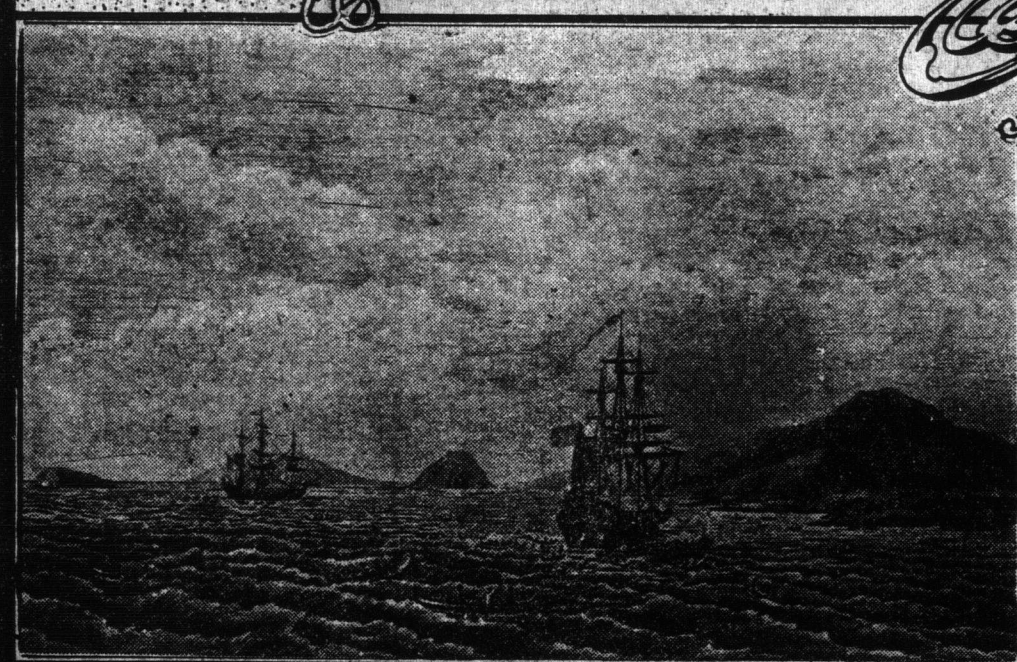
Not long afterwards British fur-trading ships from England, India and China appeared on the coast. The first of these came in 1785. Cape Scott, Barkley Sound, Dixon Entrance, Queen Charlotte Sound and other places were discovered and named by the masters of these vessels.

In 1788 Capt. Meares arrived at Nootka with two large ships. As soon as possible, he set his men to work to build a ship—the North-West America—meanwhile going out to explore the coast and to purchase furs. He entered the Strait of Juan de Fuca, examined the coast on both sides. Later he launched his ship and then returned to China to sell his furs and prepare for a still larger expedition the next year. The new ship and another were left at Nootka with directions to winter in the Sandwich Islands and return as early as possible in the spring.

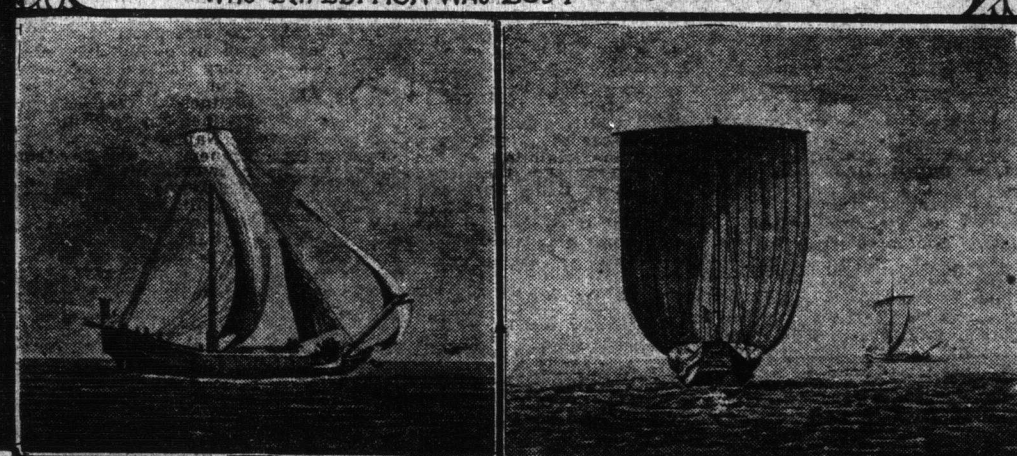
# Early Navigation on the North Pacific



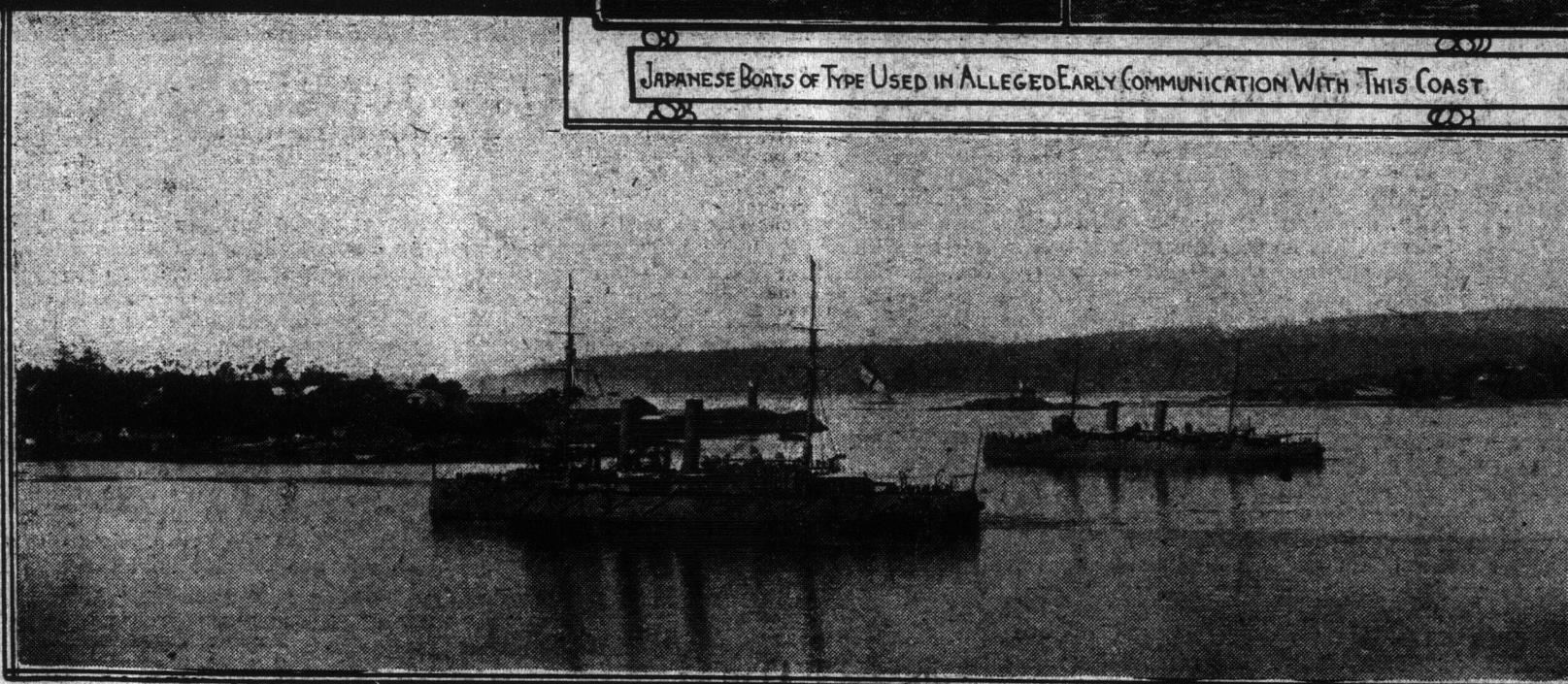
CAPT. COOK'S SHIP OFF THE HAWAIIAN ISLAND ON THE WAY TO THE NORTHWEST COAST



LAPEROUSE SQUADRON ON THEIR WAY TO NORTHWEST COAST THIS EXPEDITION WAS LOST



JAPANESE BOATS OF TYPE USED IN ALLEGED EARLY COMMUNICATION WITH THIS COAST



VESSELS OF A BRITISH SQUADRON AT ESQUIMALT

In May of the following year two Spanish ships arrived from San Blas, in Mexico, destroyed Meares' establishment, seized his ships as they arrived from China and the coast, and sent two of them as prizes to San Blas. To satisfy the offended dignity of England, the Spanish fortifications at Nootka were destroyed, the Spanish flag lowered, and that of England hoisted in its stead.

The British government commissioned Capt. George Vancouver to proceed to North America to see that this ceremony was duly performed, and to search the coast thoroughly for any waterway that could lead to the Atlantic ocean.

Near the end of April, 1792, Vancouver entered the Strait of San Juan de Fuca with two war ships—the Discovery and the Chatham. By the close of August, Vancouver reached Nootka Sound, where he was hospitably entertained by General Quadra. When the British officer produced his instructions to receive Nootka from the Spanish commander, Quadra stated that he had received no orders to deliver the place to him. Vancouver agreed to wait; and, in the meantime, the island, whose coasts had not been thoroughly explored, received the name of the Island of Quadra and Vancouver.

So much for the earliest navigators of these

waters. No reference to the birth of a maritime commerce on the shores of western America would be complete, however, with a mention of an event of ineffaceable interest in the annals of British Columbia—the arrival of the Hudson's Bay steamer Beaver, the very first steamer to come round the Horn and plough the waters of the North Pacific ocean. In Bancroft's history of British Columbia there is this reference to this historic craft whose bones are now bleaching on the shores of Burrard Inlet: "The steamer Beaver had not been in these waters more than a year before she was prying into the mysteries of Royal Harbor. For in the Port Simpson journal under date of 10th August, 1837, I find written: 'On his way to the southward Capt. McNeill explored the south end of Vancouver Island and found an excellent harbor and a fine open country along the seashore.'"

Prior to 1850 adjacent waters were only occasionally visited by cruisers of the British Pacific squadron from southern waters, but the establishment of Esquimalt as a station practically dates from the arrival of the Daedalus on the 22nd December, 1850, though the first ironclad, the Zealous, did not reach here until some fifteen years later. Subsequent events culminating in the abandonment of Esquimalt as a naval station, are fresh in the minds of all.

## MANOEUVRES WITHOUT LIGHTS

It was almost inevitable, perhaps, that the recent disasters to the Tiger and the Gala, involving so deplorable a loss of life in the one case, and the sacrifice of at least one valuable life in the other, should raise once more the question whether the Admiralty are well-advised or even justified in allowing war-vessels to navigate at night without lights when engaged in certain exercises which are incidental and indeed indispensable to the training of their officers and men for war. We have printed several letters on this subject. One was an indignant, not to say an intemperate, protest from the pen of Mr. Thomas Gibson Bowles against the policy of the Admiralty in allowing and encouraging war risks to be taken in peace time—a policy which he denounces as not merely foolish, but criminal. In another Mr. Arthur W. Bibby, the chairman of the Liverpool Steamship Owners' Association, drew attention to what he represents as "the serious risk to which the vessels of the mercantile marine are exposed by reason of vessels of the Royal navy, and in particular the smaller and faster warships, navigating during manoeuvres the much-frequented trade routes round our coasts without regard to the rule of the road at sea and without exhibiting lights and signals in accordance with those rules." Mr. Bibby also complained of "the inequitable manner in which the British shipowner is treated by the Admiralty in the event of his vessel being damaged through negligence on the part of those responsible for the navigation of one of his Majesty's ships." But as this question is altogether irrelevant to the main issue—that of navigating without lights during certain warlike exercises—we are not concerned to discuss it on the present occasion.

It is manifest that the questions raised respectively by Mr. Bowles and Mr. Bibby are in no sense identical. Mr. Bibby dwells on the danger to which merchant vessels are exposed when warships—especially fast craft—are manoeuvring without lights in their vicinity; Mr. Bowles, on the other hand, dwells only on the dangers to which the warships themselves are exposed. Deploable as the recent disasters have been, even appalling when regarded in connection with other disasters occurring almost simultaneously, though in no way attributable to the same cause, it is surely reasonable to take a wider survey and to ask whether "the price of Admiralty" sea measured by an extended experience, and not magnified to the imagination by what may be a purely fortuitous succession of swiftly recurring disasters, is really a very exorbitant one to pay. The risks to which merchant vessels are exposed from warships navigating without lights are surely not in the average very serious. Perhaps Mr. Bibby may be able to tell us if they have any effect on current rates of insurance. If the merchant vessels' lights are properly burning and a proper lookout is being kept on board the warships—as must needs be the case when operations of the kind are in process of execution—the risks involved must surely be scarcely appreciable, nor are we acquainted with any decisive evidence, derived from experience, to the contrary. The risks to which the warships themselves are exposed—not, indeed, from merchant vessels properly equipped with their own lights, but from their consorts carrying no lights at all—are no doubt considerably more serious. But, applying the same test of extended experience, and enlarging our survey over a period sufficient to furnish a true percentage, we cannot pretend to think with Mr. Bowles that even these risks are too serious to be run in time of peace for the sake of attaining efficiency in war. Deploable as the recent disasters have been, they have shown conclusively that the officers and men of the Royal Navy have, at any rate, been trained to a discipline, a fortitude, a fearlessness, and an ingrained sense of comradeship, in the face of sudden and imminent death in one of its most appalling forms, which are beyond all praise. The truth is that life on board a man-of-war in commission is beset with danger at every turn.—London Times.

"Johnny," said the editor to his son and heir, the young hopeful of the family, "are you in the first class at school?" "No," replied the lad, who had studied the newspaper, "I am registered as second-class male matter."