Moral Of Japs Decidedly Best

Fighting Trim of Japanese Admitted Superior To Their Antagonists.

Russian Soldiers Has Never Been Tried Under Modern Conditions.

Glasgow Evening News.

Hitherto I have sought to establish a comparison between the Japanese and Russian forces almost wholly upon an arithmetical basis; setting so many ships against so many ships, and so many men against so many men. That is all very well in its way, but it is far from expressing the final word. Those who know the matter from the inside know very well that when the fighting begins it is not numbers or equipments—when these are reasonably balanced—that are the essential things in securing victory. The essential thing is the spirit brought into the fight by the fighters. This has always been true; but under modern conditions of fighting it is more than ever true. In the old days—of the Crimean war, for instance—the Russians fought in solid columns, and a rigid discipline was almost sufficient of itself to carry the column forward when once it got itself started.

We have changed all that. With smokeless powder and the magazine rifle the attack in column—antiquated even in the Crimean war—is now utterly impracticable. When the attacking force is deployed, the result depends upon the soldiers as individuals—upon their knowledge, their powers of initiative, and their unflinching spirit. It is true that the Russian and Japanese armies, as also in the German and French armies, the fighting formation is still too close; much closer than we found practicable in the Boer war. We discovered the mistake at Colenso, and if the Japanese and Russians come to grips they will also make the discovery that an opener formation than they employ in manoeuvres is absolutely necessary. And the army that learns this lesson soonest, which we may assume will be the Japanese, will stand the best chance to win.

Neither as a sailor or a soldier, however, is the Russian to be despised. In a fleet engagement, with the ships fairly equal, it is almost certain that the Russian seamen would give a good account of themselves. Their gunnery is one thing, is above the average for European navies; this being due, in great measure, to their gunners practicing at moving targets. Then, again, their ships' crews are all thoroughly seasoned sailors, and every man a picked man. Upon the fighting spirit of their navy the Russians can thoroughly depend. But it has one weakness, which is rather important in peace, and is deadly in a prolonged war. The engine-room fitting is inefficient and careless. As a consequence, the boilers and engines are constantly in need of repair, while the true speed of the ships is seldom maintained after they have passed out of the builders' hands. This is a defect that will become prominent should war ensue.

As regards the Russian soldier, it is not possible to speak dogmatically. He has to be tried under modern conditions; and all that can be said is that modern conditions require alertness, initiative, and knowledge; all such qualities being absent from the Russian soldier, as he has hitherto revealed himself to Europe. What we know of him is that he has unlimited doggedness, and almost unlimited endurance. During his last great struggle with the Turks—in the grim Schipka Pass and on the bloody slopes round Plevna—he demonstrated these big qualities anew. But there is this to be remembered. In that struggle with the Turks there was a patriotic and religious spirit enlisted. The common soldier was fighting to free his kinsmen the Slavs from the yoke of their ancient oppressors, and he was upholding the Cross against the Crescent. These were the ideas that appealed even to the unlettered Russian muzjik; and the Russian, let it be understood, is curiously idealistic, and capable of making the greatest sacrifices in what he considers to be a Holy war.

A war in the Far East, however, will evoke none of these fundamental qualities. To fight there offers no attractions that the common soldier can understand. He knows nothing about Manchuria, and cares nothing. All that he clearly understands is, that the way to Manchuria is through Siberia—a region of exile and bitter memory. Russian interests in the Far East have been created by a few ambitious men, and they are not interests that appeal to the common people, the people from whom the Russian conscript is drawn. On the contrary, such ideas on the subject as glimmer in him will be antagonistic. Many Russians regard this expansion in the Far East, and all the sacrifices that it has envolved, as downright treason to their old ideals and interests in the Near East. What to Holy Russia they demand passionately, is the ugse of Port Arthur, while Constantinople is occupied by the Turks, and St. Sophia a Turkish mosque? The spirit that underlies that question could evoke good fighting qualities in the muzjik, but in a war with Japan it would be wholly absent. There is even a feet not wholly without grounds, that the Russian army is tainted with revolt against the iron despotism of the bureaucracy. It is certainly, now as always, honey-combed with swindling practices.

Against this half-heartedness of the Russians we have to set the whole-hearjedness of the Japanese. As mere soldiers we cannot yet say, in the absence of all-sufficient data, which is the better; the doggedness of the Russian in a prolonged struggle might be found to offset the alertness of the Japanese. But this we can say with certainty, that the Japanese will bring into the struggle a complete unity of purpose, the white-heat of patriotism, and the fighting spirit of her old clans. It is no new thing for them to fight in order to maintain their rights in Korea; they have been engaged in that business for centuries, with the Koreans and with the Chinese. The Japanese, moreover, regard their very existence as a nation to be dependent upon their power to arrest the further advance of Russia in the Far East. And when a nation of forty-five millions brings this unity of purpose and white-heat of patriotism into a struggle it will not be subdued easily. These things count for more than battleships and army corps. Even if Japan were lacking in ships and men—which she is not—this resolved spirit, which animates every single man in her fighting forces, would go far to give her the victory.

The most dangerous of all educational scepticism, the scepticism which doubts whether there is much use in education at all, and wonders why so much fuss is being made about it in parliament, in the public press, and on platforms up and down the country, is still a power among us.—London Times.

Tees Is Released From Quarantine

C. P. R. Liner Set Free Yesterday and Steams Into The Harbor.

Latest Interesting Shipping News of the Port and Coast.

(From Wednesday's Daily.)

Yesterday afternoon between 3 and 4 o'clock the steamer Tees entered Victoria harbor and ranged up to her old dock, looking as fit as ever. She had just come over from the William Head quarantine station, and aboard she had her own officers and crew, and all the passengers save one, Dr. C. J. Fagan, provincial medical health officer, immediately went aboard the ship, and made a rigid inspection of every one, before anybody was allowed to go ashore.

All on board had been vaccinated and had their clothing thoroughly disinfected at William Head. The addresses of the passengers were taken, and they are under promise to report to the quarantine officials on any outbreak or smallpox. The man detained is a waiter, who attended Mrs. White while she was on the ship. Another man who sat next her at meals on the way North, was put ashore at Port Simpson, and is there in quarantine. After Dr. Fagan had completed his examination, all hands were allowed to go ashore, an opportunity to regain their liberty which they gladly seized.

The Tees will go upon the Victoria Marine ways today for examination and repair. Although floating light at the bows not a sign of harm was visible from the wharf. The damage seems to be confined to a space along the bottom immediately under the foremast and pilot house, and only the outer hull has been damaged, as the vessel is not taking a drop of water. Messrs. Bullen & Co., will undertake the repairing of the steamer.

TOSA GOT THROUGH.

Steamer Tosa Maru from Victoria January 20th, arrived at Yokohama on February 13th. Though such an announcement was daily expected, hostilities between Japan and Russia had not commenced when the Tosa left this port. The first news her officers got of the beginning of the war was upon the arrival of the vessel at Yokohama. It was not feared by the local agents of the company that the Tosa would have any trouble on her way to Yokohama. She has not yet completed her voyage, which ends at Hongkong. From Yokohama she proceeds to Kobe, Moji, Shanghai, and thence to the British Chinese capital.

FOR BREAKING LAWS.

Collector of Customs Ide yesterday fined sixteen steamers plying on Puget Sound for violations of the steamboat inspection laws and regulations and inland rules to prevent collision between vessels.

The following steamers were fined $500 each: City of Everett, Seattle; Farallon, Port Townsend; Robert Dollar, San Francisco; City of Denver, Seattle; Athlon, Seattle; Sarah M. Renton, Port Blakely; Advance, Paulsbo.

The following steamers were fined $750 each: Inland Flyer, Seattle; Geo. B. Starr, Seattle; Portenchard, Seattle; Edwin, Port Blakely; Jeannie, Seattle; Rosalie, Port Townsend; Alki, San Francisco; Cottage City, San Francisco; Florence K, Seattle.

HAS A HISTORY.

Business is scarce so far as the Cromartyshire is concerned. She has been on the beach in Portland, Ore., for a lumber engagement some days, but trade is slow, or else her owners do not care to close with a charter party at prevailing rates. The Cromartyshire is a fine old trader here, and the entire marine contingent is well acquainted with her most recent exploits. She was almost destroyed by fire on her last visit to the Antipodes, and some years ago collided with and sank the French liner Bourgogne off the coast of Newfoundland. She brought coal from Newcastle this voyage, and while she made a good passage from the Australian port she was too slow to escape paying the duty on her cargo, which became effective again January 15. The grain tonnage rolls and blated for Portland is 36,646, and that in port 9,288 tons.

PRESS COMMENT.

Mr. Boulger's article on the "Yellow Peril Bogey," in the January Nineteenth Century, is of importance just now. He points out that so far as the danger to Europe and the white race is concerned, we have two alternatives to consider. Russia and Japan are people allied to the Chinese; if either gained control of China there would be some danger to Europe. But Russia would be a far more formidable head of the yellow races than Japan. She has a vast land empire, which we could not easily interfere with. Naval reverses, in Mr. Boulger's view, would not seriously affect her when once her land communications across Siberia are completed. She might then make it difficult, if not impossible, for us to hold Asiatic possessions, and in any case would gravely augment our Imperial anxieties. Japan, on the other hand, would only be dangerous to Russia as her island position would allow us to protect adequately our empire by sea. For these reasons Mr. Boulger considers we are wise in supporting Japan in a Far Eastern crisis rather than Russia.—Public Opinion.

The public has long since sized up Lord Rosebery. He has "no settled conviction" about anything, except a vague, vain, and almost unconscious belief that in the scheme of Providence he is indispensable to the British Empire. But if he is ever again the controller of the destinies of the Empire, it will be as a Samson who has voluntarily been shorn.—Daily Telegraph.

There is one vast difference between Wright and some of our leaders of high finance. He was amenable to the severe English company law; he transgressed it, and he paid the penalty. Our transgressors of the same moral law walk in free air, are lavish in their philanthropies, and are lauded from the pulpits as exemplars for our youth.—N. Y. Evening Post.

Deranged Nerves AND Weak Spells.

Mr. R. H. Sampson's, Sydney, N.S., Advice to all Sufferers from Nerve Trouble is

"GET A BOX OF MILBURN'S HEART AND NERVE PILLS."

He says: "I have been ailing for about a year from deranged nerves, and very often weak spells would come over me and be so bad that I sometimes thought I would be unable to survive them. I have been treated by doctors and have taken numerous preparations but none of them helped me in the least. I finally got a box of Milburn's Heart and Nerve Pills. Before taking them I did not feel able to do any work, but now I can work as well as ever, thanks to one box of your pills. They have made a new man of me, and my advice to any person troubled as I was, is to get a box of Milburn's Heart and Nerve Pills."

Price 50 cts. per box, or 3 for $1.25, all dealers, or

THE T. MILBURN CO., Limited, TORONTO, ONT.

Clallam Inquest Is Nearly Over

Captain Roberts Has Decided Not to Come To Victoria.

The Steersman of the Ill-Fated Clallam Was Examined Yesterday.

(From Wednesday's Daily.)

At the continuation of the Clallam inquest yesterday afternoon C. Harris, clerk to E. E. Blackwood, was called and said he was acquainted with Edward Lockwood, deceased, in his lifetime and had identified the body. Witness remembered the day of the disaster. Mr. Bullen telephoned the office of E. E. Blackwood, offering the services of the steamer Maud. This was at 3:30. Mr. Blackwood told witness the Clallam was in trouble. Witness was on the dock just previously and previous to this on the Driard hotel roof. Witness phoned Mr. Blackwood of Mr. Bullen's offer.

Witness also made a thorough search for a tug on the water front.

In reply to Mr. McPhillips witness said he could not get the Princess because she was tending the Mudlark and the Queen City had no steam up. Witness made these enquiries of his own accord and not upon instructions from Mr. Blackwood.

Juryman C. H. Cullin was sworn and testified that he had identified the body of the late Harvey Sears and was well acquainted with him during his lifetime.

Capt. Collister was recalled. Mr. Lugrin called his attention to the matter of the hooks on the davits. The rule states ordinary hooks shall not be allowed. Witness said he had allowed them in this case and that was all he could say. When he inspected the Clallam he saw the boats hauled up empty and the davits were strong enough to hold them and in his opinion were strong enough under all circumstances.

The cleats were nailed on for the rowlocks in the usual way in the boats. He would not say that cleats fastened on by 1½ wire nails were strong enough. The life lines were fastened upon staples.

Witness said he examined the ship's frame and he could not examine to see how the stanchions were fastened to the frames because he could not see them. The house was bolted to the sills. There were no knees in the house as far as he could see. The rudder post was 12 inch oak. Some of the ports were open though the one through which the seas came was not cased.

Louis Meyer was called and testified that he was a quartermaster on the steamer Clallam. He was on duty when the steamer left Port Townsend on the day of the disaster. She left about 12:10 p. m. It was a rough afternoon. First noticed trouble about timeness, the vessel was pitching very badly. She was steering all right, course west three-quarters north. Capt. Roberts and the first officer were in the pilot house with witness.

The chief engineer whistling up the tube was the first intimation of trouble. Capt. Roberts answered him and sent the first officer down. Witness received orders then to hold the vessel up to the wind more. It was about 2:30 o'clock when this occurred. About twenty minutes the chief engineer came up himself and asked for the captain. He told the captain that he would have to put the ship before the wind or she would go down. The captain told witness to put his helm hard-a-port, which was done and the ship answered her helm until the engines stopped, which was shortly afterwards. The captain had gone to the engine room himself. The engines stopped before the ship got properly around. The ship then fell into the trough of the sea. The engines were stopped he should judge for the time the engineer got back after talking to the captain.

Witness remained in the pilot house and the jib was set. Witness never had trouble with the steering gear that was on the steamer at the time she went down. Were had been trouble with a previous rudder, which had been removed.

The company were thinking of taking out the rudder and putting in an iron rudder.

The old one was checked badly, the second one was checked, but not to hurt. The jib was found insufficient to bring the vessel around. Had the engines been working there would have been no trouble in turning around. The rudder was all right.

In reply to Mr. Lugrin witness said had the chief engineer notified witness the wheel house sooner there would have been no trouble to get round before the engines stopped. Witness subsequently came on to the hurricane deck and helped to lower the boats. The rudder was left by witness hard-a-port and lashed by him.

In reply to Mr. McPhillips witness said the ship steered by hand wheel. The first officer assisted him the first time and Capt. Roberts the second time. Witness did not know what trouble the chief engineer reported. He did not find out until after he left the wheelhouse. He was informed there was water in her and that it came through the deadlight. The captain did not blame the engineer in the hearing of the witness.

Witness qualified the statement that it was twenty minutes after the chief engineer notified the captain that the engines stopped. On consulting the chart he said it might have been an hour afterwards.

The steamer was about five miles away from Trial island, which was northwest from the ship when the boats were lowered. It was the custom to keep a log book. There was no entry made about the launching of the boats because there was nobody in the pilot-house. Witness could not say whether an entry was made about the chief engineer's first message.

Witness assisted to launch the second boat. He did not see to the plug and could not say how many of the crew went with her. He had no orders to go in boat No. 5, although he was assigned to either 5 or 6. If he had had a choice he should have stayed with the ship. The captain was not apparently excited and gave all the orders.

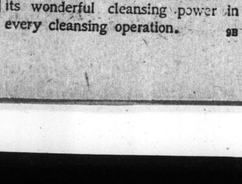
The inquest was then adjourned. The coroner told the jury that Capt. Roberts would not come to testify; he was afraid of being arrested.

IDEAL COLLEGE PROFESSOR.

Professor Harper has given six qualifications of an ideal college professor. From the students' view, they should be as follows:

First—He should play golf.
Second—He should play cards.
Third—He should play baseball.
Fourth—He should play football.
Fifth—He should have a good stroke.
Sixth—He should give a deafening college yell.

Other learning is superficial.



Sunlight Soap is useful in more ways than one. It will demonstrate its wonderful cleansing power in every cleansing operation. 9B

CONVALESCENT HOME.

King's Daughters of Duncans Undertake an Important Work.

The "Scattered Circle" of the Order of King's Daughters in Cowichan, wish it to be widely known that they have an important work in hand, the building and equipping of a convalescent home in their neighborhood. For some time they have realized the great need of such a place in the province, and now feel that the rapidly increasing strength of the order makes it possible for them to undertake the work. The idea received great approbation when discussed at the last convention of the order in Victoria, and is heartily supported in the district.

There is no doubt that, for lack of means, many people are forced to curtail their hospital expenses, to whom the home would be the greatest benefit, while others, willing and able to pay, would be equally glad to take advantage of it. In this way it may be partly self-supporting. Since most of the hospitals are quite near the sea, the place for change of air is inland, and the climate of Cowichan has too many friends to require any advertising.

This is a large undertaking and will need every kind of help. The immediate want, in order that it may not remain a castle in the air, is a suitable site, and it is hoped that someone will generously give a few acres for the purpose, and thus show materially his or her sympathy with the work of this order.

Captain Wise Passed to Rest

Well Known and Respected Pacific Commander Summoned Aloft.

Interesting Story of a Long and Honorable Sea Service During Life.

(From Tuesday's Daily.)

Universal regret was expressed yesterday at the news of the death of Captain Francis W. Wise, which took place at his home, No. 7 Dallas road, early in the morning. Captain Wise was one of the best known and most highly respected mariners on the Pacific coast, and was known from California to Alaska, as well as on the Atlantic seaboard and in the Atlantic and Pacific islands. He had been suffering for some time back from a dropsical complaint, complicated with heart trouble and a short tour of California last year was taken in the hope that it would afford relief. Last December, however, the old symptoms recurred, and from that time up to the day of his death he grew steadily worse.

Captain Wise was born at Boston, Massachusetts, on May 31st, 1840. When about twenty-one years of age he adopted the sea as a profession, making several voyages between Boston and Honolulu. Afterwards he took up his residence on the Pacific coast, coming from the Eastern States in the missionary ship Morning Star. Later he was in service with Halliday's line to run north from San Francisco on the Idaho and the ill-fated Pacific.

He was first officer of the Oriflamme when that vessel carried troops from Tacoma, Wash., to establish the power of the United States at Fort Tongas, at Wrangel, Alaska, in 1868.

Returning to San Francisco, he entered the service of the Pacific Mail Steamship Company as an officer of the steamship China on the China run. He soon rose to the command of the steamships New York and Golden Gate. He served the Pacific Mail for seven years, until the Pacific Mail Company sold their steamers there to the Japanese.

Returning once more to San Francisco, he obtained command of the company's steamer Salvador, on the Panama route, and subsequently of various other steamers of the same company, until in 1886 he was appointed by Messrs. R. P. Rithet & Co. to take charge of the shipping at the ocean docks, Victoria. His ability and experience well fitted him for this responsible post, and his cordial, sailorlike manner, kind and courteous to all, from highest to humblest, won him the hearty esteem of all with whom he came in contact. By none was he thought more of than by the agents, captains and officers of the various lines of vessels which had business to transact at the outer wharf.

By Messrs. Rithet & Co. Captain Wise was held in high regard, and they frequently took occasion to mark their sense of appreciation of his valued services. He was a thorough sailor, and he had a most lovable character. By his hosts of friends here and in California, Captain Wise will be sadly missed. He leaves a widow, one daughter and a son, who gives abundant promise of being able to follow in the footsteps of his worthy father.

The funeral is to take place at 2:30 o'clock tomorrow afternoon from the family residence, Dallas road.

Buys Salt Spring Farm.—The Goyne estate on Salt Spring island has been purchased by H. Wood, the transfer being effected by F. J. Bittencourt, the auctioneer. Mr. Wood is an enterprising young Englishman who came to this province a few years ago. He intends to make Salt Spring island his future home. Salt Spring is becoming one of the most popular farming residential localities in this province. The old settlers are selling their places to people from the Old Country. J. Norton, a pioneer, and one of the first settlers, having resided there thirty-three years, has recently disposed of his farm to Messrs. Smith and Halley, the price being $10,000. The Salt Spring island creamery is kept very busy just now as all the cream of Victoria district is shipped there owing to the burning of the Victoria establishment.

Hazleton's Chances.—On account of the boom given the northern country by the certainty of its exploitation by a great transcontinental railroad investors have for the past year been quietly grabbing up a great deal of property which may or may not become valuable—just as the location of the line of railroad will determine. As to the terminus on the coast there is yet some doubt, Port Simpson and Kitimaat being the most talked of locations. In any event it is thought that no matter where the railroad will finally reach salt water, it must of necessity pass the town of Hazelton, and that place is looked upon as a coming railroad construction centre. It is located at the head of navigation on the Skeena River, and has already been townsited.

The Chemainus Murder.—Several confessions of Johnny Peters, who was committed for trial at the preliminary hearing at Duncans last week were produced in court, from which it appears that he had a grudge against Wilson on account of the death of his boy, whom Wilson attended. On the night in question Peters met Wilson and his wife in a canoe and got several drinks of him. Jackson also came along and got several drinks. Jackson left for home, but Peters got quarrelsome and followed Wilson, demanding payment for a freight bill. As a result of the quarrel Peters shot them both. He claims, however, to know nothing of Jackson, who has not been heard of since, and whose canoe was found with a cap in it and blood on the gunwale.

If the State is to have power to act as a check on our tendencies to degeneration, there must first be a thorough physical education given to boys and girls.—Saturday Review.

BATTLES WITH SWORDFISH

Furious Creatures of the Sea Have been Unusually Vicious During the Past Year.

James Malone, one of the two men overlooking their trawls in a dory on the Grand Banks last month, was stabbed by a swordfish and died within an hour of the injury he received, says a correspondent of the New York Sun, writing from St. John, Newfoundland, under the date of December 17.

The furious creature attacked the boat from below, as it does a whale, and drove its formidable ivory sword up through the boat's bottom, through the thwart on which the man sat, and into his body. In its struggles to withdraw its weapon the fish almost overturned the boat. Malone's comrade, with a blow of an oar, shattered the sword at the skiff's bottom, and the fish made off, shorn of its weapon.

Swordfish have been unusually vicious this season and this is only one instance of their attacks on fishing boats. On July 10, a swordfish attacked a dory off Block island, piercing its side and penetrating the leg of Christopher Nichols, one of the crew.

In August, William Hobbs, one of the crew of the schooner Blanche, had his abdomen grazed by a swordfish's blade, while in his dory off Boston, and about the same time William Emmes, in a fishing boat near Cape Race, had his foot nailed to the bottom of the boat by a swordfish. The fish broke off its weapon by the force of its impact with the boat's keel, and the sword, about three feet long, was driven up through the wound to release the victim.

More amazing still was the experience of the Gloucester fishing schooner Actor. Captain Frank Norwell, which put into Boston in October, with a bad leak in her bow, where a swordfish had rammed her on Georges Bank, and so shattered the planking about her stern that she had to abandon her cruise and make for port. The shock of the impact was such that the crew thought at first she had struck a sunken wreck, and it was not until an examination disclosed an ivory sword about two feet long protruding through the thick bow planking that they knew what had happened.

The sworders, as the fishermen call them, doubtless mistake ships and boats for whales. The Newfoundland schooner Wildflower was struck amidships by one on the Grand Banks in May. The swordfish was unable to withdraw its beak and in its struggle before it was killed with a harpoon it almost overturned the vessel. It weighed 580 pounds.

The sworder has also been termed by sailors the fighting devil and this very aptly describes him, for there is not a little danger in the catching of swordfish. The creatures are naturally pugnacious, and will attack a whale, a shark, a porpoise, a boat, a schooner or an ocean steamship with the same reckless daring.

In taking them a harpoon with a buoy attached is used. When the harpoon is fastened in a swordfish the fish tries to dive. The resistance of the buoy soon tires it, and it is forced to come to the surface again. The occupation of this dories are put overboard, with two men in each, and they chase the swordfish until they get a chance to kill it with the lance.

If it is a big fellow, the task calls for all the skill of the fishermen. Sometimes they have to dodge its attacks for hours. The crew of the schooner Emily Farnum had an exciting encounter this season with a swordfish, which nearly resulted in a tragic ending.

The crew saw a very large fish, was plunging madly about, trying to free itself from the harpoon, when it sighted the dory and dashed at it, jumped half eight feet out of the water, and falling across the fore part of the skiff, into which it rolled.

The sword struck Thomas Murray on the shoulder, knocking him out of the dory, with the exception of a few irresponsible agitations, and these are found in every community—they are usually in favor of a measure which bitter experience has taught them is the only one that can save them and their women folk from absolute ruin. As Sir Richard Solomon, Attorney General for the Transvaal, pointed out, the evidence given before the Native Labor Commission showed conclusively that the supply of native labor was hopelessly inadequate for the requirements of the mines. This being the case, Asiatics must be imported, if only as a passing expedient. It may be taken for granted that the Chinese who are imported to work in the mines will not be allowed to permanently settle in the colony as they do in the ports of Australia and British Columbia. But it will be possible to import the first batch of Chinese it is confident to pay, but should the trouble between Russia and Japan not interfere with the recruiting arrangements for the mining groups, it is reasonable to hope that by the month of March the importation of Chinese to the Rand will have become an accomplished fact.

WIRELESS TELEGRAPHY.

San Juan Island Station Formally Opened.

The first wireless message ever flashed across the Strait of Juan de Fuca has been received at the local station of the Pacific Wireless Telegraph company from their newly completed station on San Juan island, says the Port Townsend Call. The opening was entirely devoid of demonstration of any sort, and was, in this respect, very unlike the formal opening of the first system on the Sound, that between this city and Fort Casey which took place Oct. 17, last. At that time an elaborate programme was prepared, invitations were scattered broadcast for the occasion and the affair ended with an elaborate banquet at the Vienna hotel in this city, attended by outsiders and a large number of local people.

Work on the San Juan island station was begun within a short time after the opening here. The new station is more powerful than either of the others, having been erected with a view of performing much heavier work. The mast alone required a long time for erection, it being in three sections and something like 230 feet above the ground.

During the time that the station has been under construction Gen. A. L. New, the general manager of the company, has spent but little time on the Sound. Business matters having required his attention in other sections and at present he is in Washington City, and it was there that he received the first message from San Juan yesterday. The message was the only one sent and read as follows:

"Gen. A. L. New, Washington, D.C.—Friday harbor is now in communication with the world by means of the Pacific Wireless Telegraph company's system. Three cheers for the wireless."

The first message was sent by Operator Yarnell of this office, who has been at San Juan during the last week assisting in tuning the instruments and making ready for the opening. During his absence J. C. Currin, operator in the local office of the Postal, has handled this end of the wireless and it was he who was at the receiving end yesterday when the first message came.

All that remains at this time for the company to complete their plans as at first contemplated, is the placing in commission of the station on the revenue cutter Grant. Call readers will remember the statements made by Former Chief Operator Seuer, who resigned last December. His statements were to the effect that the Grant station was an absolute failure, inasmuch as it attempted to send or receive messages over territory where land intervened. Gen. New, while here on his last visit stated that the Grant was not yet fitted up completely and that he had no fears but that this station would be just as much of a success as the land stations, when the company should be ready to do business on the cutter.

Gen. New is expected to return here in a short time and it is understood that work will then go forward on the Grant.

The opening of the San Juan station will afford great relief to the people of Friday and Roach Harbor and those of Lopez island, generally. Heretofore they have been entirely cut off from the outside world in the way of instantaneous communication. Aside from this, the completion of this station will place Collector of Customs, Ide, in a position to make it really warm for the festive smuggler, whose chief rendezvous is the island mentioned, and those near by.

Bank Clearings.—The total bank clearings for the week ending February 16th as reported by the Victoria clearing house were $599,574.

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Instead of leaving your teeth exposed all night to the spread of decay.

In the morning it is refreshing and cooling to the mouth.

It has the largest sale of any dentifrice.

CALVERT'S Prickly-heat Soap

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is a pleasant antiseptic soap, specially suited for bath and toilet use in hot climates.

F. C. CALVERT & Co., Manchester, ENGLAND.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Kostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious disease.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

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THERAPION is sold by all Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the numbers is required, and observe above Trade Mark, which is a fac-simile of our "THERAPION" as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Excise Commissioners, and without which it is a forgery.

Sole by Lyman Bros. & Co., Ltd., Toronto. Price $1: postage 4 cents.

B.C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

Thirty days from date I intend to apply to the Chief Commissioner of Lands and Works for leave to pre-empt one hundred and sixty acres of land, commencing at the northeast corner of Isaac Dubuil's pre-emption, about five miles north of my ranch, thence west 40 chains, thence south 40 chains, thence east 40 chains, thence south 40 chains, to point of commencement.

B. F. ST. A. DAVIES,
Fairview Ranch,
Chilcoten, B.C.

December 21st, 1903.

Take notice that I, Arthur W. Harvey, of No. 4 MacGregor Block, Victoria, B. C., have been appointed as Attorney for the Eden Sawmilling Company, of Tacoma, Wash., in place of the late Captain Livingston Thompson.

Breeders Attention—

The Dairyman's and Live Stock Association have again elected me as their Secretary, and I have been instructed to arrange for a Special Breeding Stock, from the Eastern Provinces, and I am now prepared to quote you prices, and give such other information that will ensure getting good serviceable stock at reasonable prices.

It will be my earnest endeavor to give the same satisfaction to the Patrons of the Association as in the future, as I have in the past two years.

Any persons wanting Stock with this shipment, who have already purchased, can do so by applying for space, on or before the first of April next.

Address all communications to

L. W. PAISLEY,
Sec.-Treas. of the Dairyman's and Live Stock Association, Chilliwack, B. C.

FOR SALE—Two registered Jersey cows, three years, one just fresh, registered bull calf at foot, one due April 6th. Apply P. O. Box 187, Victoria B. C. Quick Bros. f14

TYPEWRITING

We are making a great offer to students in other places who wish to take up course in Bookkeeping, Shorthand or Telegraphy.

A student paying in advance for a six months' course can have a typewriter at his home for practice. By taking this subject at home the student saves several months' board. Six months' course, dating from time he reaches the school after getting up speed on the typewriter at home, $50.00.

Write at once. Offer open for but a short time.

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R. J. COLLIS BROWNE'S CHLORODYNE

Vice Chancellor Sir W. Gage Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to.—Times, July 13, 1866.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be this singularly popular did it not "supply a want and fill a place."—Medical Times January 12, 1888.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, etc.

Caution.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sold at 1s. 1½d., 2s. 9d., 4s. Sole manufacturers, J. T. Davenport, Ltd., London

Fine Prospects At Port Simpson

Rich Specimens of Ore to Form Part of St Louis Fair Exhibit.

Much Unexplored Ground Tributory to the Northern Settlement.

Port Simpson, Feb. 13.—Mr. J. Flewin, the mining recorder for the Skeena district, recently forwarded to Ottawa some very fine samples of ore from several mining properties in the district that will go to help to make up the mineral exhibits that Canada will have at the St. Louis fair, and will show what is in this part of British Columbia.

Of course there has been but little mining done in the Skeena district, yet the field possesses possibilities that should attract the progressive prospector and the men with capital. In the belt lying between the Skeena river and Portland canal there is a very large area of mineral-bearing rock carrying copper, silver and gold.

Some of the few locations found here are sufficiently developed to demonstrate that they are properties of value. Some of the best copper-gold properties in this district are located near tide water on Portland canal and Observatory inlet. The ore occurs in formation of diorite and hornblende schist. The ore of this section samples from $20.00 up to $65.00 per ton in gold and copper.

Up the Skeena river, in what is known as the Canyon, is found porphyry and slate, penetrate by ledges of quartz carrying gold in such quantities as certainly will attract capital soon to open up these veins and install machinery to reduce the rock and extract the precious metal.

Up the Skeena beyond the Canyon some sixty miles from Port Essington is a section of country not yet prospected. Here is where platinum has been found in placers by Indian hunters. That this valuable metal exists there in paying quantities is believed by many of the old-timers in this part of the country.

Twice at all in all, there does not seem to be any field inviting at present for the prospector or mining man than the Skeena district, and doubly so on account of the building in the near future of the Grand Trunk Pacific railway through this section of British Columbia.

The properties that have considerable development are the Kitsumgallum group of twelve claims, Maple Bay, Observatory inlet; the plan of four ages group of six claims and the Queen of Sheba group consisting of twelve claims, owned by the Portland Consolidated Mining Company.

Health Officers Kergin and Flewin are having a hospital erected in the eastern part of the town for the benefit of the lady that arrived here on the last trip of the steamer Tees sick with the smallpox. Indian Agent W. E. Morrow came up Tuesday from Metlakatla to take care of the Indians that were aboard of the Tees and who were exposed to the dreaded disease. These were taken to Whisky bay, two miles below town, where they are quarantined to await the outcome of their exposure.

The Indian inhabitants of the town were very badly frightened on account of the smallpox case and are leaving town.

GERMANY'S AFRICAN TROUBLE.

Siege of Gobabis Raised and Continued Fighting Reported.

Berlin, Feb. 16.—A despatch to the Lokal Anzeiger from Okahandja, German Southwest Africa, says that in an outpost skirmish near Okaseuna February 14, the German column marching to the relief of Windhoek, lost three men killed and two men wounded. The despatch says also that continued firing has been heard in the direction of Oppembugwe, supposedly from Captain Cyss' column in an attack on the Hereros who escaped from mountains with stolen cattle. A despatch has been received here from Colonel Lutwein, governor of German Southwest Africa, saying that the Hereros have raised the siege of Gobabis. Much concern has been felt in Berlin concerning the station.

DEPORTING CHINESE.

Unwelcome Boarders of the C. P. R. Must Go Back to China.

Montreal, Feb. 16.—Eighty-one Chinamen who have passed the last three months in the immigration quarters of the C. P. R. have been ordered by the decision of the courts regarding their destination, left here this morning for Vancouver, the courts having decided that, as the Chinamen were originally destined, according to the manifest, for the West Indies, the C. P. R. cannot land them on any other country. They will go back to China.

ROOF CAVED IN.

Huntsville, Ont., Feb. 16.—Jesse Dean, farmer of the township of Chaffey, and a hired boy while going through the cattle shed when the roof fell in owing to the weight of snow on it, and both were buried. Dean was taken out dead, but the boy escaped unhurt.

FROZEN MAN IDENTIFIED.

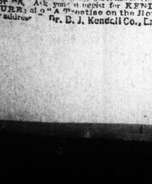
Brandon, Feb. 16.—The man found frozen to death on the prairie yesterday has been identified as William Allen, of Souris. It is supposed that he came from Souris with the hockey team last Friday, as there was a return ticket from Souris on his person. The body is awaiting the arrival of friends.

CARRIE NATION'S UNDERSTUDY.

Topeka, Feb. 16.—Miss Blanche Boies was today sentenced to serve thirty days in jail and pay a fine of $100 for her second offence in smashing the windows and buildings in which "joints" were operating a year ago. Miss Boies smashed the windows of five buildings. She has been serving a thirty-day sentence for smashing the first windows of the series of five. The sentence expired Saturday.

A BRUTAL ATTACK.

Baltimore, Feb. 16.—John Jones was arrested today charged with the murder of John Drake, colored. Jones, who is a driver for a local brewing company, said that he had quarrelled with Drake Sunday night, and later left him with the threat that he would brain him with a hatchet. Shortly afterwards Jones found Drake in a stable, and, locking the door, he attacked the negro with the hatchet, and hacked and kicked him to death.



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Dr. B. J. Kendall Co., I have used your Kendall's Spavin Cure for 20 years and have found it an infallible remedy. Please mail me your book at once as I have a colt I am now having trouble with. Yours truly, L. L. ALLEN, Thayer, Ivania. Ask your druggist for KENDALL'S SPAVIN CURE, $1 a bottle. "A Treatise on the Horse," the book free, or address Dr. B. J. Kendall Co., Enosburg Falls, Vt.