Cariboo Wants Prospecting

Mr. Harry Jones M. P. P. Says the Great Country Is Only Scratched.

Wants Reduction of Charges to Bring Exploration and Development.

With the opening of the present week, the coming of those visitors whose names are supplemented with the letters M. P. P. may be looked for. Three representatives from distant constituencies have already arrived, namely, Dr. Young, of Atlin; Mr. Harry Jones, of Cariboo, and Mr. Stuart Henderson, of Yale.

A worthy representative of old Cariboo arrived last evening in the person of Mr. Harry Jones, M. P. P., who is looking hale and hearty and in good trim for the session which opens on Thursday.

In casual conversation with a Colonist reporter, Mr. Jones intimated that there were several points in relation to mining matters which he would bring to the attention of the house. Generally speaking, his idea is that the tariff of charges which the prospector and placer miner has to meet is too high.

"For one thing," said Mr. Jones, "we think that the water rates are too heavy. These rates at present are 100 inches, $10.50; 200 inches, $30; 300 inches, $50, with a diminution of charges after the first year's payment. We propose to ask that the charges be fixed at $2.50 for 100 inches, $5 for 200 inches, $7.50 for 300 inches, $10 for 400 inches, and five cents per inch on anything after that.

"We also claim that the rent on leases, $75 for a half mile of creek, is too high, and will ask that it be reduced to $30 a year; also that the rent of bench ground, which is now $50, be cut down to $25 per annum."

Asked for the argument upon which this request was based, Mr. Jones explained that mining in Cariboo was now practically stationary. There was no expansion through the exploration of new ground and the development of latent resources. This he attributed to the fact that the scale of charges militated discouragingly against the enterprise of prospectors and miners with small capital. He thought if the suggested changes were made there would be more ground taken up and more prospecting done.

"Cariboo," said Mr. Jones, "is a big country. It contains over 96,000,000 acres of land and there are 100 miles of streams, rivers and gulches running through the district. There are hundreds of miles of territory which have never been prospected. We do not know whether there are diggings there or not, but there is no reason why there should not be. The indications are favorable.

"In my opinion, it will remain undeveloped as long as these charges remain as they are. At present the ground is dealt with as if it was all pure gold, and, of course—well," said the veteran, with a smile, "you know it is not. There is plenty of ground there to prospect, and the best way to induce miners to go over it is to have the charges low."

Then as to assessment work, Mr. Jones remarked that a man taking up a lease under present conditions must spend on it $1,000 a year. An ordinary miner cannot do this. If he is able to pay the rental he is doing well.

"We propose," said he, "to ask the government to reduce the assessment to about $250 on each lease."

By making these amendments, Mr. Jones thought that the province would be the gainer from a revenue standpoint. While the specific charges would not yield so much, the aggregate return would be greatly increased, he thought, through the enlargement of the industry arising from the prospecting of ground which is now lying unmisturbed in the wilderness. In the same way that revenue growth had followed the reduction of postage fees, the local exchequer would be the gainer by lessening the charges surrounding the placer mining industry.

Another matter which Mr. Jones said had been considered in his district was that of the fee for a miner's license. Payment of this fee, he said, is now evaded in cases by parties interested in mining properties, who would naturally each pay the fee of $5, concentrating their interests upon one of their number, so that only one fee would be paid. The suggestion agreed upon by the miners of his district, he said, was that all persons employed in any way in connection with a mine should be chargeable with the fee.

NORMAL TERM OF LIFE.

If the view of some physicians is sound that the normal term of human life is 100 years, which is being gradually though very slowly realized, the life companies will either have to revise their mortality tables considerably, or their business will be a bonanza. The late Sir George C. Lewis, once chancellor of the Exchequer, affirmed that there was evidence to prove the existence of any man or woman 100 years old. Last year, however, 28 centenarians and 75 nonagenarians, died. These cases are said to be authentic. That the average duration of human life for some years past has been rising is quite certain. Whether this movement will progress is an insoluble problem, though it is reasonable to conclude that, as the causes of greater longevity continue to develop, as they are doing, the result in the future will be what it has been in the last quarter of a century.

PROPOSALS GIVE SATISFACTION.

St. Petersburg, Feb. 3.—Official reports of the deliberations of the committee of ministers on guarantees for the observance of lives and for the prevention of arbitrary conduct by officials, has given general satisfaction. The proposal to restore the senate's original character as the chief guardian of the laws is described in quarters as the corner stone of the new edifice which is building on the ruins of the bureaucracy. Special commissioners of the ministry of the interior, finance and justice are busily studying the questions of equality, peasant's legislation, strikes and state insurance for workmen, which were outlined by the imperial ukase of December 25.

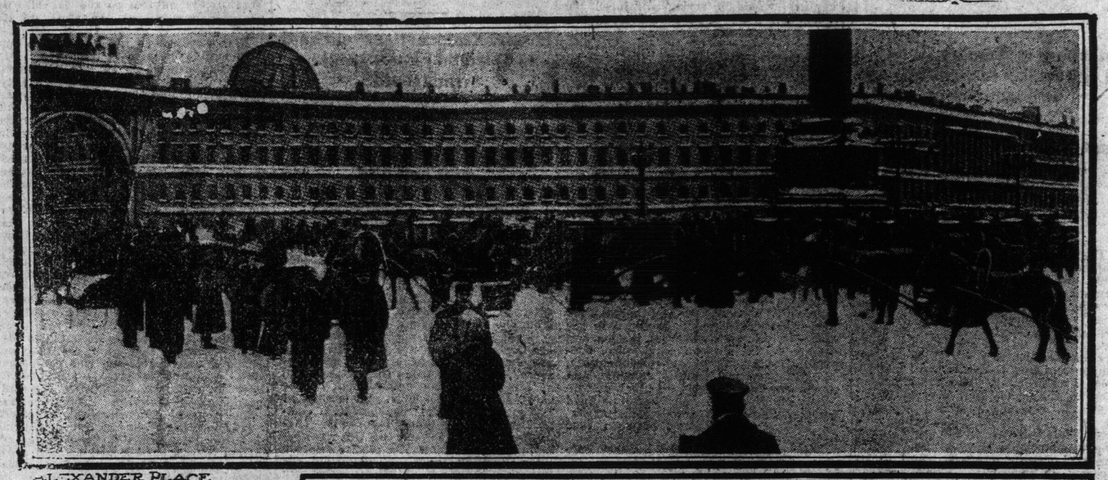
STOWAWAYS BY WHATCOM.

But Will Go Back to Seattle Again Today, Sadder but Wiser.

Three men in a boat illegally came to town yesterday. The trio of stowaways were attracted to Victoria, not by the tourist literature, but by the desire to find a new pasture. As anyone will tell you, the graft is too strong in Seattle for everybody to get the money, so they stowed away.

When the steamer Whatcom arrived yesterday, three men jumped from the freight gangway as soon as the guards bumped against the piles. They sprang through the group of assembled hackmen, expressmen and others, and, with Detective Macdonald and Constables Wood and Best at their heels, ran for shelter. The Queen's hotel looked like a good hiding place to them and they ran in there, but the police were not far behind and the three went to the lock-up in the wagon.

Today they will go back to Seattle. Had they escaped it would have cost the steamship company a few hundred dollars for there are fines for landing stowaways.



ALEXANDER PLACE THE WINTER PALACE, WHERE CROWD THREATENS TO ASSEMBLE. FROM BLACK AND WHITE.

WANTS MINING LAW ENFORCED

Atlin Member Has Localized Grievance to Bring Before the Legislature.

Among the arrivals in the city yesterday was Dr. Young, M. P. P. of Atlin, who got in on the northern boat at 5 a. m. Dr. Young is accompanied by his wife and is down for the session of parliament, which opens on Thursday next.

Dr. Young brings a very encouraging report of conditions in the Atlin district, saying that the output for the present year promises to compare favorably with that of 1904, which was conservatively estimated at $600,000. The doctor attributes much of the success of this camp to the individual miner, and one of the things which he has in mind for presentation to the legislature is the necessity of a strict enforcement of the placer mining act.

In a word he will present to the house what the miners have put forward as a grievance, namely, that large areas of land, which would be worked if made accessible to placer operations, are locked up by parties who have not complied with the law.

"For instance considerable tracts of ground suitable for placer workings are tied up under leasehold, notwithstanding the fact that the leaseholders have not complied with the conditions in regard to development and rentals. I am going to ask," said Dr. Young, "that the law be enforced just as strictly in these cases as it is in the cases of individual miners, whose claims are subject to jumping if they are absent for a certain number of hours during the mining season. The law has been administered right up to the letter and spirit in regard to the placer miner who holds a 250-foot claim, but has been relaxed in the case of those who hold large areas under lease. All we ask is that the law be enforced strictly as it is."

In explanation, Dr. Young said that old channels are being developed by individual miners, who are continually running up against large acreages which are being held in this way.

"They ask," said he, "that these people be compelled to comply with the law or else get out of the way and let others come in who are willing to go ahead."

Dr. Young is also looking for the construction of a road from 80 to 100 miles in length from Atlin to Taku inlet, to give a more assured means of communication at all seasons of the year. This route, which traverses an open country, is that followed by the discoverers who first went into the country.

CONSUL WILL RETIRE.

Washington, Feb. 4.—It is understood that Consul General Hood, now in this city, has decided to retire from his office as consul general at Shanghai, and a change in that post will be announced next week.

MORE BOMBS FOUND.

Paris, Feb. 4.—Two supposed bombs were found, one on the street lines and the other on the porch of a church in Belleville.

GERMANY AND AUSTRALIA

Sydney Shipping Claims Some Damages Because of Action in South Seas.

Sydney, Feb. 3.—Messrs. Burns, Philp & Co., Ltd., are claiming $50,000 damages from the German government on account of the restriction of trade in the Marshall Islands. This is the latest phase in a controversy which has now lasted several months and has raised a difficult question between the British and German governments. Owing to the increasingly heavy and ultimately prohibitive dues imposed by the German authorities of the Marshall islands on vessels belonging to Messrs. Burns, Philp & Co. which went to that group to trade, strong representations were made to the government of the Australian commonwealth to the effect that Germany was essaying to establish a monopoly for German traders in their Pacific islands.

Reprisals were demanded, and the question was discussed in parliament with considerable ardor. Eventually the Australian government made very strong representations to the Imperial authorities on the subject, and Lord Lansdowne in due course placed the matter before the German government in Berlin.

The conditions in the Marshall islands are peculiar. They are the property of the Jaluit Company, but are administered by the German government, the company paying the salaries of the officials and drawing all the revenues.

The German government claims a right to impose what dues it pleases. It affirms that while the Jaluit Company received no subsidy from the German government, a bounties is paid to Messrs. Burns, Philp & Co. by the Australian government, and consequently that the Jaluit Company is justified in fighting its subsidized rival in its own way.

It is further contended that the whole affair is of a commercial rather than of a political character, and that there is no ground for the Australians to become perturbed about it. The matter still forms the subject of correspondence between the German and British governments, and the suggestion has been put forward that the dispute may be settled by mutual concessions whereby the Marshall islands will be left to the Jaluit Company and the Gilbert Islands to the Australian firm, with some sort of arrangement for exchange of produce.

SYMPATHY FOR GORKY.

Rome, Feb. 4.—Demonstrations in sympathy with the Russian reconstructive movement and for the release of Maxim Gorky, the author, continue to be held throughout Italy.

COSSACKS CHARGING MOB — PLACE OF THE CATHEDRAL DE KAZAN. FROM LE MONDE ILLUSTRE.

SCHOOL ATTENDANCE DURING JANUARY

Monthly Returns of Totals and Percentages For Various Institutions.

The attendance at the public schools during January was larger than in any preceding month of the current school year, and the regularity percentage, though not as high as throughout the autumn term, was nevertheless over 90. Whooping cough and other less troublesome seasonable maladies interfered considerably with the attendance, especially in the youngest classes. Indeed the only "baby class" that reached 90 per cent. was that in the Spring Ridge school; which, by the way, was the only school whose regularity record was over 90 per cent. in every division. South Park had the highest percentage for the whole school, and the first division of the Kingston Street school had the highest mark for a single division in the city. The divisions which exceeded 95 per cent. were:

Kingston Street, Div. 1	97.94
South Park, Div. 1	97.79
High School, Div. 1	97.67
Boys' Central, Div. 12	96.15
South Park, Div. 8	95.64
Boys' Central, Div. 6	95.47
Girls' Central, Div. 4	95.42
Boys' Central, Div. 2	95.16
Girls' Central, Div. 2	95.02

Each teacher reports the number of pupils against whom no absences have been recorded during the month. These "perfect attendances" aggregate for January, 1,331, a little less than half the whole number present during the month; the Boys' Central, Spring Ridge, and Girls' Central having the best records—53, 53, and 52 per cent., respectively. The best record for perfect attendance in individual classes was made by the second division of the Boys' school, where out of a class of 44, 30 were present every session, or 68 per cent.

Following is the general summary by schools:

	Present During Month.	Daily Average	Present Every Session
High	239	89.82	92
Boys'	531	92.04	284
Girls'	452	91.63	238
North	493	90.78	206
South	374	92.17	*159
West	234	88.98	119
Spring Ridge	182	92.02	97
Kingston	151	87.34	70
Hillside	112	82.58	40
Rock Bay	73	87.09	32
	2,787	90.50	1,331

*Incomplete.

THE PACIFIC STATION.

Naval and Military Record.

The Admiralty have ordered Comodore J. E. C. Goodrich, M.V.O., commanding the Pacific squadron, to haul down his flag at Esquimalt on March 1, and to return to England with his staff and domestics. No successor will be appointed, but a captain will be sent from England to take over the command of the cruiser Bonaventure, which is Commodore Goodrich's flagship, on March 1, at Esquimalt. The Bonaventure will then proceed immediately to Hongkong to join the China squadron, relieving the cruiser Thetis, which is to return to England to be paid off. The records of the Pacific station will be transferred to the sloop Sherwater, and the commanding officer of that ship will assume the duties of senior naval officer on the west coast of North America from March 1. He will receive orders direct from the Admiralty, and will address all reports to the Secretary of the Admiralty. When she is not employed on the Behring Sea fisheries protection duty, the Sherwater will visit the ports on the west coast of North America, as may be necessary.

RUSSIAN COMMANDERS.

St. Petersburg, Feb. 14.—It is believed in military circles that the succession of Lieut.-Gen. Myloff to the command of the second army of Manchuria does not necessarily mean that the position of second in command in the far east has developed upon him. Gen. Myloff has a good record as a fighter, though he has not been at any of the great battles of the Manchurian campaign. He is 62 years old. He fought in the Turkish campaign and saw a great deal of service elsewhere. Army officers confirm the report that Gen. Grippenberg is in ill health and point out that he was seriously ill a year before his appointment to the command of the army in Manchuria.

"JIM" WARDNER CORRALLED.

Noted Mining Man Tells of Perilous Position of 200 Americans.

Spokane, Feb. 4.—J. F. Wardner, a noted mining man in every camp on the Pacific coast, writes to the Spokesman-Review January 30 that the hostile Yaqui Indians have himself and two hundred other Americans corralled at Lacolorado, state of Sonora, and that he has appealed to Senator Dubois, of Idaho, for protection. Mr. Wardner says it is common belief in that section that President Roosevelt has sent a telegram to President Diaz declaring that if Mexico cannot protect Americans in that country the United States will.

EVIDENCE TAKEN IN NORTH SEA INQUIRY

Naval Experts Recognize That Clado's Evidence Contrary to Principles.

Paris, Feb. 4.—The closing testimony before the international commission enquiring into the North Sea incident has been followed by a rather noticeable diminution of the confidence in British circles connected with the case and a corresponding elation on the part of the Russians. The arguments favorable to the Russian view result mainly from the positiveness of the testimony of Captain Clado and other Russian officers that they saw torpedo boats attack the squadron, whereas the strongest British witnesses did not swear that no torpedo boats were there, but merely that they did not see them there. It is known that some of the commissioners consider Captain Clado's statements to be at variance with the accepted principles of naval science. How far this will influence their ultimate verdict is not yet clear, but it appears to show that the commissioners do not share the prevailing impression that Captain Clado's testimony was decisive.

SWINBURNE TO THE CZAR.

London—Algernon Charles Swinburne contributes to the Pall Mall Gazette a sonnet, entitled "Czar! Louis XVI.! Adsit Omen." It reads as follows:

Peace on his lying lips, and on his hands
Blood, smiled and cowered the tyrant, seeing afar
His bondslaves perish and acclaim their Czar.
Now, sheltered scarce by murder's loyal bands—
Clothed on with slaughter, naked else he stands—
He flies and stands not, now the blood red star
That marks the face of midnight. As a scar
Tyranny trembles on the brow it brands,
And shudders toward the pit where deathless death
Leaves no life more for liars and slayers to live.
Fly, coward, and cower while there is time to fly.
Cherish awhile thy terror-shortened breath.
Not as thy grandsire died, if Justice give
Judgment, but slain by judgment thou shalt die.

RECO'S HANDSOME DIVIDEND.

Sandon Mines Distribute Twenty Thousands Dollars to Shareholders.

Nelson, B. C., Feb. 3.—The Reco Mining and Milling Co., of Sandon, J. M. Harris, president and manager, has declared a $20,000 dividend payable on the 20th, making over $300,000 paid to date. More dividends are promised early this spring.

A large attendance and good sport continues at the bonspiel. Nelson rinks only are in the final for the grand challenge cup. Fraser of Rossland made a great fight in the semi-finals, but was defeated by one point. The finals will not be reached in any of the other series. Play will continue tomorrow and next week.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal.

UTILIZATION OF SURPLUS PRODUCT

Considered at Important Meeting of Fruit Growers Just Held.

A meeting of fruit growers took place at the government buildings yesterday with reference to the question of finding ways and means of utilizing the surplus products.

At the recent annual meeting of the Victoria Fruit Growers' Association this matter was discussed, and a committee was appointed to investigate and report to the executive with regard to a number of propositions. This committee submitted its report yesterday.

Although negotiations are still pending proposals have now been sufficiently advanced to give the assurance that arrangements will be completed before the time of harvesting arrives this year, for the disposal of surplus small fruits, culled apples, etc., which have hitherto been thrown upon the market to the disadvantage of the industry.

The association is negotiating with a number of local concerns looking to the establishment of a factory for the manufacture of jams and jellies, cider and other commodities obtainable from orchard truck and small fruits.

During the coming season, according to the estimate of a local grower, about 100 tons of strawberries will be raised in the vicinity of Victoria. About one-half of this product will be shipped to the Northwest. A considerable part of the remainder, which because of size, quality, condition or other reasons, fails to find a market, will be turned into the factory and converted into those table delicacies such as jams and jellies, for which there is always a ready sale.

Then there are the culled apples to deal with, of which from five to ten thousand boxes are exposed in the local markets every year, to the detriment of the trade. The idea was to have this class of fruit manufactured into cider and jelly, or put through the evaporating process.

The committee is now discussing arrangements with several firms for handling these products, agreement concerning the same depending upon the terms obtainable.

Another meeting will be held on Friday, the 20th instant, when the question will probably be finally decided.

Governor N. J. Bachelder of New Hampshire does not believe in keeping venison, in the English fashion, for a month or more, until it has turned green.

"I like a piece of venison as well as any man," he said recently, "but I want the meat to be fresh and sweet. I can't understand the English method of 'hanging' game until it has become quite putrid.

"My private opinion is that most people don't like game that has been 'hung'—I believe that they only pretend to like it. They are like a man who sat near me in a New York restaurant one autumn day.

"A dish of meat was set before this man, and I saw him taste it, give a 'pish' of disgust, and beckon to the waiter.

"'Waiter,' he said, 'this steak is positively bad. It must be three weeks old.'

"The waiter looked at the dish.

"'Beg pardon,' he said, 'I have made a mistake, sir. I have brought you venison.'

"'Venison?' said the patron, with a gratified smile. 'Ah, yes. Then you may leave it.'

"He took another mouthful of the meat.

"'To be sure,' he said, 'it is venison, and very nice, too, very nice, indeed.'"

WASHOUTS ON SANTA FE.

Phoenix, Ariz., Feb. 4.—There were no trains on the Santa Fe, Prescott and Phoenix railway on account of washouts and all trains on the Phoenix and Eastern were annulled owing to damage to bridges across the river, which is higher than ever before known.

C. P. R. EXAMINATIONS.

What Employees Must Go Through Before Securing Promotions.

The C. P. R. is making rapid progress in the examination of employees, which is being held at the present time on the central division, says the Winnipeg Free Press. This examination is something of an innovation, but has been introduced to further safeguard the traveling public.

Before any employee of the company is given a position in the service which will put him in charge of the handling of trains in any way he must pass an examination. Then before promotion to a higher position he is again examined in all the rules of the company. For instance, a brakeman or fireman must know all the signals such as flags, lights, whistles of air signals, which are used in train handling. Before being promoted to the position of conductor or engineer he must undergo a still further examination to see that he knows all the general train and interlocking rules, and must pass a written examination. The same rule applies to telegraph operators before they are promoted to the position of despatcher. There are three sets of these examination papers. One for operators, one for conductors and engineers, and the third for firemen, brakemen and switchmen. Approximately half of the men on the central division have already received their examination papers on this supplementary, and the whole list will be completed before the winter is over. The idea of these examinations at the present time is not only for the safe-guarding of the public, but also because a better working knowledge of the rules will facilitate train handling.

Auto Factory For This City

First Institution of Its Kind in Pacific Northwest to Be Established.

Will Build Modern Vehicle and Be Agency For Oldsmobiles and Truscott Launches.

Still another new industry is projected for awakened Victoria and will become an actuality within the ensuing few months. It is nothing less than an automobile and power launch manufactory, equipped with all the latest and best machinery, and operated by a company at whose head will be two practical and popular Victoria engineering experts, the Messrs. Robert and D. C. Hutchison. The latter gentleman has just resigned his office on the R. M. S. Empress of China in order to give his whole time and attention to the new venture, and arrangements will be made during the present week for the erection of the factory building and the installation of the costly special machinery, which has already been ordered from the famous McGregor-Gourley Machine Tool Co., Toronto.

The new manufacturing firm will be proprietors of the first thoroughly equipped automobile factory in western Canada, or indeed in any portion of the great Northwest. They will act as general agents for the Oldsmobile, and or the chaotic branch of the trade will continue to handle the equally celebrated Truscott launches, which were the ones exclusively used on the canals and lakes at the just closed world's fair in St. Louis, and for which Mr. R. Hutchison has acted as general agent in British Columbia for some time past. The company will make a feature also of expert light class repair work, gasoline engines in all their multiplicity of design, the charging of electric motors and associate specialties. It is expected to be ready for business within three months.

The departure of Mr. D. C. Hutchison from the service of the C. P. R. and his old love, the Empress of China, was witnessed with very general and sincere regret on the part of the company officials and his former shipmates. The latter surprised him as he was leaving his cabin yesterday, and, gathering about him, presented an address recounting their high esteem, expressing their cordial good wishes, and assuring him of a warm place in all their hearts.

The address was accompanied by the presentation of a handsome gold watch bearing the suitable inscription:

"Presented to Mr. D. C. Hutchison by his shipmates of the R. M. S. Empress of China, Vancouver, February 4, 1905."

Mr. Hutchison joined the Empress about four years ago, and has been serving as fourth engineer, although he recently took his chief's papers, being the youngest man on any of the Pacific or Atlantic liners to hold such qualification.

SYMPATHIZE WITH STRIKERS.

Manheim, Feb. 4.—Eight hundred coal heavers have struck work because coal was being shipped into the strike regions. The heavers at Lidwigshaven have joined the movement.

TALENTED WRITERS COMING TO VICTORIA

Prominent War Correspondent Looking to This City as a Home.

(From Saturday's Daily.)

Bennett Burleigh, the well known war correspondent of the London Telegraph, in a letter to a friend in Victoria expresses his intention of visiting this city. He has been much interested in British Columbia province for some time and is thinking of making his home in one of the cities of the province. Mr. Burleigh is one of the best known of English war correspondents.

He would be a noted addition to literateurs now in Victoria—and there are a number resident here whose work appears with frequency in well known publications. Captain Clive Phillipps-Wolley has published considerable good poetry and fiction which he has written in Victoria. Vincent Harper, a talented magazine writer, whose short stories are appearing in current magazines, is also a resident of Victoria, having been here for some two years past. He was on his way to England when he arrived in Victoria, and recognizing the charm of Victoria decided to make his home here.

Another prominent writer who intends to come to Victoria to work is Neil Munro, author of "John Splendid" and other novels that have reached a large circulation. He came to Victoria as one of the correspondents brought to Canada by the Dominion government two years ago and while here was impressed with the material that awaited such a pen as the life and legend of the British Columbia Indian. He has announced that he will come to Victoria to engage in work dealing with the Indian character.

Victoria has been the home for a period of many talented men of fiction. David Christie Murray, traveler, author and war correspondent, had a residence at Esquimalt for a time, in fact, his well known story, "Why, Says Gladys" —the $1000 prize winner in Town Topics competition—was written during his stay at Esquimalt. It was the book of the day when written. Col. Andrew C. P. Haggard, author of "Dodo and I" and other works, and a brother of the well known author of "She," "King Solomon's Mines," etc., also made a lengthy stay in Victoria, residing at the Victoria hotel. Cutliffe Hyne, creator of "Capt. Kettle," "McTodd," "Horrocks" and other characters known to millions of readers, has also been a resident of the province, having lived for a time at New Westminster.

Along The Waterfront

Ramona Brings News of Strange Contest For an Indian Bride.

Athenian Will Carry Naval Stores From Esquimalt to Hongkong.

Steamer Ramona of the Pacific Coast Steamship Company arrived at the outer wharf yesterday from Skagway. The steamer had few passengers. She brought news that Prince Colloredo-Mansfield's party was enjoying good sport at their camp at Mill Haven. The Ramona also brought news of a unique contest of rival lovers for an Indian woman—a canoe race of 90 miles from Juneau to the Glacier river, a three days' hunting trip on the Menden Glacier, and a return canoe journey to Juneau. The woman is known as "Tenas He He"—"Little Daughter." The rivals are "Soaring Eagle" and Joe Pierce. The race will be decided in favor of the man who returns to the starting place after making the above itinerary, with the largest number of mountain goats. "Tenas He He," it is said, is willing to trust her future life to the care of either, but the dusky maiden has not so far been able to make up her mind, and accordingly is agreeable to the strenuous solution of the intricate problem. The two men will leave Juneau in canoes at the same time. From Juneau they will proceed up Gatineau channel to the Glacier river. Here the strength of the two men will be brought to a test. The river is one of the most swiftly flowing streams in the country, and the men are to propel their canoes up the stream as far as possible. The distance which each canoe goes up the stream will be counted in the result of the race by the judges, who are to follow the contestants. A distance of one hundred feet which one Indian may propel his craft up the stream further than his opponent will equal one goat, and other advantages gained by the river test will be decided accordingly. From the stream, the men will strike into the country, taking with them supplies sufficient to last them three days. On returning the Indians will embark in their canoes and race back to the Indian village at Juneau. A council will be held on the evening following the return of the contestants. This is the first occurrence of the kind ever known to have been attempted among the Alaska Indians, and is looked upon with great interest.

SHIPPERS ARE WORRIED.

Much concern is felt among Hamburg shippers, according to a Berlin despatch, and shipowners over the Japanese interpretation of international law as shown in the recent seizures of vessels destined for Vladivostock. The release of the Japanese blockading ships by the fall of Port Arthur makes it increasingly difficult for the vessels to enter Vladivostock. Between forty and fifty ships, the Velissiche Zeitung estimates, many of them British, are bound for the Far East, laden with contraband, including the vessels supplying the squadron of Vice-Adviral Rojestvensky.

THE LUMBER CARRIERS.

Several Vessels Ready to Leave for Various Ports.

Schooner R. W. Bartlett, Captain Nielsen, left Tacoma yesterday with a cargo of 650,000 feet, consigned to San Pedro. British ship Bracadale, Captain Youldon, is ready at Port Townsend with lumber for Melbourne. She is under charter to J. J. Moore & Co., and has been on the Sound loading since November 28 last, on which date she arrived from San Francisco. The James Drummond, Captain H. C. Nason, is ready at Hadlock with 1,100,000 feet of lumber for Taytal on account of Balfour, Guthrie & Co. The Drummond has been on the Sound since July 21, 1904, on which date she arrived from Manila, but was laid up in Eagle harbor the greater portion of the period since that date.

WILL VISIT VANCOUVER.

W. J. and J. C. Pendray Leaving for Terminal City to View Properties.

Mr. W. J. Pendray, proprietor of the B. C. Soap Works and the British America Paint Works, and J. C. Pendray, manager of the paint department of the business, will leave for Vancouver tonight in order to view sites which have been offered to them in the Terminal City. The business people of Vancouver are very anxious to have Mr. Pendray settle there, and the offers which have been made to him are very tempting. Mr. Pendray already does a very large business in Vancouver, and if he decides to settle there no doubt he will begin operations upon a large scale.

In an interview last night, Mr. J. C. Pendray said:

"We are going over to size up the business situation and to view the sites which have been offered us. We have had six tempting offers, and if we decide to accept any one of them we will establish a factory in Vancouver and have a branch in Victoria. But, even if we decide to transfer the business to Vancouver, we would not leave Victoria altogether, that is, we would not dispose of our residential property. If we decide to remain here we will have our complete establishment in this city. We expect to return about the latter part of next week."

Victorians will be keenly interested in Mr. Pendray's visit to the Terminal City, for the result of it will mean a good deal to many people here. Mr. Pendray has a large number of employees, and if the factories are closed it will throw them out of work. The B. C. Soap Works have been established here for nearly thirty years, and many citizens think that Victoria business people should make an effort to induce Mr. Pendray to remain in the city.

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