The Christmas Trek

Written for the Sunday Colonist by
WINIFRED J. PLOWDEN.

JOHANNESBURG is all right in its way, but it's only a big town after all, and the charms of South Africa is the Veldt. So we were trekking at Christmas.

For the past seven months the Englishman has been telling me of the delights of sleeping under the stars, cooking in the anthills, washing in a stream, etc., in fact, all the luxuries of campaigning. So I went prepared to discover them, and I did.

The orthodox way to trek is in a Boer wagon, a most enormous gypsy-looking caravan, covered in by what they call a tent, big enough to stow away a couple of families in its depths. The Boers take along their feather beds, and as a change of clothing at night is quite too civilized for them, they only suffer the inconveniences of such jolts as penetrate the feathers. Ox trekking is done mostly at night, because no fodder is carried and the beasts must find their own on the veldt by day.

There's no room in our back yard to outspan sixteen oxen, so we bought a nice old horse. He is the sort of horse to rouse the feminine sympathies, his ribs show a good deal, he has sections taken out of his skin by sharp flicks of the whip, and he's awfully big. He used to be a charger in the dragoons, but lately he has been doing more plebian work on the eight-hour system and has been put to bed early. It's very inconvenient to have a horse like that. We also bought a sort of half-size Boer wagon, or what is more properly known as a prospector's wagon. The three feminine members of the party were content to sleep within the wagon so the two men could gratify their desire to sleep on the cold, cold ground once more.

We started on Christmas Eve at 2:30 in the afternoon. We were bound for Mulder's Drift. Nobody knew quite how far it was, though we reckoned it was eighteen miles, and we certainly didn't know the road. In this fenceless country, with veldt paths branching out haphazard, with no houses at which to enquire, it isn't so easy to find the straight and narrow path, especially when the few market gardeners speak either Portugese or Chinese or some such outrageous language. However, they don't want any sudden demise on their premises. They politely put up notices in the most elegant spelling,

THIEVES
BEWARE OF POISON

So we never ventured even to steal a cucumber!

Some kind person had put up signs every two or three miles, consisting of red flags tied to a bush, a stick or a fence. They might have been a code of signals between highway robbers and we hadn't the faintest idea where they led to, but we thought we might as well follow them as anything, and the result justified our confidence—eventually.

It was owing to Carbine they didn't do sooner. You know Carbine was the best racer Australia ever produced. Our horse was a real racing bolid so we called him Carbine. As I said before Carbine was an eight-hour beast. When it began to get dark he began to go slow. The road was hilly. There never was anything like this veldt; just waves after wave, great green rollers, like the Magiliesberg mountains in the distance. It's the sea ossified.

Carbine had a good bit of a load, food and blankets for four days and five people. But he put down his head in the most determined manner, and pulled up the hill as well as anybody. We didn't want it to make our camp in the dark, so we outspanned, leaving five miles for Christmas morning.

It was too quaint gathering sticks in the dusk, fetching water, making a fire, cooking our chops, spreading our blankets in the wagon, settling down very close together, peeping out to see the men hidden under their blankets, watching the dying fire. The veldt got stiller and stiller, the immense sweep so dim in the light of the tiny moon; then the moon slid down behind a hill, and the stars grew bright, so bright! The old horse munched his feed as the cattle must have munched theirs in that far eastern stable. It was as near as man could get to that far hillside "Where shepherds watched their flocks by night." The wonder of the night and of space was ours.

And the wonder of the dawn. While it was grey mist and heavy dew the Englishman was stirring up the fire for coffee. Away over the veldt the mountains were blue shadows. Between two giant peaks the light began to come, just as a faint pink, growing larger and stronger until it formed a bright golden cradle in the hills. All the other peaks stood watching, grey and misty, but when the cradle was all ready they began to wake up and to glow, until the blessed sunlight bathed them all.

It was Christmas morning. Santa Claus had not forgotten us. Such fun it was packing and unpacking our stockings. Such shrieks of delight over Noah's arks and little woolly lambs, monkeys that danced baby monkeys up and down, cameras and watches and jewel cases, and all manner of things, with candy enough for a hundred. We took them all out and hung them up on a tiny mimosa tree, very prickly indeed. Even Carbine had a Christmas present of a good feed of oats. Horses here don't often enjoy that luxury.

The spirit of Christmas must have penetrated Carbine. He made up his mind that it was a holiday. We coaxed, we persuaded, we pleaded, but start that wagon Carbine wouldn't. He never showed any ill will, he simply stood still. After half an hour we all gave a heave and pushed Carbine and the wagon over to the road. But the best will in the world is apt to burst a blood vessel on a very hot day, so we had to give it up. We were five miles from the drift, and it was ten o'clock.

The Englishman sputted off for the hotel at the drift. In the meantime the Australian gave Carbine several bidings to limber up his muscles, till he pranced round like a circus horse, but he still struck work. 1:30 saw us on the road with a novel team, a brown mare in the shafts, a gray mule alongside and another doing a tandem in front. Carbine was led from the back window of the wagon. The mules hurried him so he was going all on the bias, and was just at the point of falling when the Australian let him go.

We ate our Christmas lunch of bread and cheese beside the drift, to the cheerful patter of a thunder storm. Since there was no ant-hill handy in which to roast the ducks, and more particularly since we had forgotten to buy any herbs for the dressing, we let the chef at the hotel roast them for us. The plum pudding was wrapped in a blanket on its arrival, and kept fine and hot.

It wasn't a bit like a Canadian Christmas to be eating out of doors, with no turkey or cranberry sauce, with the mosquitoes buzzing round. But we toasted all the friends at home. That meant our dear ones in Australia, in England, and in Canada. The British Empire building is a terrible business for keeping folks at home.

Two of us women kind were sufficiently imbued with the camping-out spirit to be willing to sleep under the wagons Christmas night. We had rubber sheets, numerous blankets, and we wore our dressing gowns, the air was so chill. It was much pleasanter than inside the wagon. By morning we decided that we must get further from the hotel, quite out on the veldt. We moved camp about a mile down the stream that is called Yerxa river, spelled Yokeskie, and is a tributary of the Crocodile, if you know where that is. It was only in its infancy three miles from the famous Witpoortje falls.

It was delicious to be trailing through the wet grass at six o'clock in the morning, watching the glint of the sun, feeling the fan of the breeze, listening to the babble of the stream, but even more delightful to plunge into the stream, to bask on the sand, to try to dam up the rushing waters as they foamed over the rocks. And what appetites we had for breakfast!

Loaded with a tin of bully beef and a bottle of pickles we strolled down to a charming grove for lunch. The way was enlivened by the bareback riding of the Australian man and a girl that would have done credit to any circus. A thunder storm drove us back to the shelter of the wagon.

The third man of the party rode out from Johannesburg on his wheel. He had never slept on the veldt, so was anticipating his first trial at campaigning. He started in by fetching us a lot of corn, tomatoes and apricots from a neighboring farm, and by undertaking to build the fire. It had to be coaxed, and when the potatoes and corn had just begun to boil in a big pail, over went the pail, potatoes, corn and all. It was "werry disappointing." So it was nearly eight o'clock and quite dark when dinner was ready. Then the fire took a freak to burn. So splendidly was the blaze we gathered round to tell ghost stories. Overhead the clouds hung black. We thought the wind was strong enough to blow them over, but, just as a precaution, we got our bed ready in the wagon.

The wind played all sorts of capers in the flames, licked up our supply of wood in less than no time. Then came a few drops of rain. In a twinkling we all rushed to the table, stacked up the dishes, stowed away the eatables, shifted our clothes as best we might and tumbled into the wagon. The men struggled to fasten down the blinds, to cover in the front with a rubber sheet, to spread their blankets underneath, but they had to fight for it.

The wind was raging mad. It beat, it thumped, it shook that wagon, seemingly trying to rid the veldt of such a shelter. The rain slapped and slashed. The very skies seemed to burst with the thunder, while the lightning made the veldt light as day.

Inside the wagon we were dry, but the men were soaked to the skin. When they found the storm so violent they threw their blankets inside. The newcomer was a general lad, anxious to preserve his new clothes, so they followed the blankets. We were nearly buried and nearly scorched, while the poor men were rushing around with chattering teeth, arrayed in their original covering and draped with cold rubber sheets.

The thunder claps shook the wagon, the little river roared like a thousand demons, the lightning was magnificent. You may judge of the severity of the storm by the fact that twelve oxen were killed by the lightning three miles fo our left, and a kaffir boy a mile and a half to the right.

For a couple of hours it raged, then quieted sufficiently for you to hear yourself speak. We embraced the opportunity to sing cheerful ditties like "Wrap Me Up in a Tarpaulin Jacket," "The Midshipmite," etc., and to perform choice selections on the comb. By midnight it had settled down into a settled rain. The men took out their blankets, spread their rubber sheets in a puddle, and lay down to sleep "just like it was during the war."

At six o'clock in the morning they were the wettest, coldest objects you ever saw. There was no sign of the rain stopping, there was no wood, no chance to light a fire, no dry clothes. The tenderfoot started back to his friends on the farm, satisfied with his initiation. We said we weren't hungry and tried to go to sleep again. It was miserable.

By 8:30 the clouds began to lift. "You don't mind if I burn up your Noah's ark?" asked the Englishman. So poor Noah and all the beasties were burned up as a sacrifice to provide us with a cup of coffee. The men crawled into what dry things were inside the wagon, perched on the front seats, and we feasted on bacon and eggs and drank coffee fit for the gods.

We entertained the farmers at lunch, one an Australian, and one a Scottie from Glasgie. They were so glad to have some girls to talk to. They lent us six wee donkies to go home with. Carbine was put into the shafts, and the donkies towed him along. He tried to "back pedal," but they made him move. The people at the hotel nearly had a fit when we drove up. Ten men straightway gathered round and held a consultation over the outfit. They thought the donkies would pull Carbine's head off, so they took him out of the shafts and put a tiny mite of a donkey in his place. With another alongside and four ahead, they made a fine team. But it did look funny to see the men fairly sprawled across them hitching them up. Up hill they went finely, but there was no brake on the wagon, so it nearly telescoped the lot on the down-grade. Two or three were in the shafts, and all of them in a bunch when they reached the bottom. Donkey harness is always getting out of order. It was too comical to see the kaffir driver box the ears of the biggest donkey when he kicked over the traces.

We outspanned half way home, were threatened with another thunder storm, but it blew over in a violent dust storm. Monday morning we cooked our only meal in the orthodox way. The kaffir chopped the centre out of an ant-hill, making a space just wide enough to keep the kettle steady. By the time the beans were heated the ant-hill was in a glow. 'Twas on an oven like that we ought to have roasted our Christmas ducks.

The Australian girl—Miss Kangaroo—rode that beast of a Carbine all the way into town, on a man's saddle, without even a strap across to form a pommel. Since then he has further endeared himself to us by poking his head in the kitchen door for loaves of bread. The only thing the matter with Carbine are his aristocratic antecedents. He wasn't made for work.

The great Christmas trek is now a thing of the past. The English girl says there are things she has left out in her letters home, as her Pater would never understand our being out on the veldt at night, especially in a thunderstorm.

The way it strikes me is that our soldier boys went through it all before, difficulties of transport, no roads, lack of food, lack of fire, sleeping in the wet for nights together. The only way they stood it was by laughing and making a joke of it as our men did.

THE WEEK'S MINING

By H. M. L.

The Canadian Pacific Railway Company is a corporation whose affairs naturally are conducted on the most business like lines. An evidence of this is, however, very forcibly afforded in a recent case. Copper-gold mining is the backbone of the mining industry in Southern British Columbia. The future of the country depends very largely, almost entirely, in fact, on the successful development and utilization of the copper-gold resources of Kootenay and Yale, the mineral occurring in deposits large as to cause mountains to shake with low percentage of valuable material per ton of ore. For some years past ore of this character has been mined. It has now been demonstrated that it can be produced at a profit, but in any case the margin of profitable operation per ton is narrow, and consequently it is essential that the strictest economy should be exercised in producing and treating the ore, and further that these operations should be performed on the largest possible scale. In the Boundary district these requirements have long been realized, and mining engineers and metallurgists have been most successful in meeting and conforming with them, so that today the cost of mining and smelting, in the Boundary have been reduced to a degree that a few years ago would not have been considered possible. It follows, of course, that as production costs decrease one of a still lower grade value becomes of commercial account, and the available tonnage is thereby increased. The C. P. R. railway company, then recognizing this principle and co-operating with the efforts put forward by mine operators in the districts, has announced the very material reduction of 7½ cents per ton in freight charges on the carriage of ore from the mines at Phoenix to the smelters at both Grand Forks and Greenwood, the present rate being but 30 cents a ton for these points. As ore is now being shipped at the rate of about 15,000 tons weekly from Phoenix, the saving to mine owners of $1,125 a week, or about $60,000 a year on this output is a very considerable item, and should undoubtedly exercise a very stimulating effect on production. Again, another evidence of the railway company's far-sightedness is to be found in the reduction that is to be made in freight rates on zinc ores. Zinc mining is practically a new industry in British Columbia. It has only lately deserved attention or consideration. That it may assume very important proportions is now generally conceded. The zinc producer in British Columbia has had two markets for his products, the United States and Europe. Until a few weeks ago both markets offered about the same opportunities, but in either case the high freight rates eat very seriously into the profits. The action of the C. P. R. in reducing rates from $16 to $13 a ton has, however, greatly improved the outlook for zinc mining, and already producers have taken advantage of the lower rate to ship to Europe. The manager of the Payne informs me that he has closed a contract for the disposal of the zinc output of the mine from March 1 to the end of the year to a German firm, and shipments will be made at the rate of between two and three hundred tons a month. An extract from his letter may prove interesting. He writes: "The shipments will go to Antwerp in bulk via the Canadian Pacific, to which point the railway company has recently made a rate of $13 per ton. We have in this way opened a new market for the zinc products of British Columbia, in addition to the present outlet we have to the United States. The European market promises to be of great benefit, in view of the fact that Europe is always short of zinc ores, while the demand for spelter is constantly growing. The closer saving of silver values by the European methods will also benefit British Columbia materially, inasmuch as nearly all the zinc ores carry silver values, and the limit for iron and lead contents is not penalized to the same degree as it is with United States smelters. Before the expiration of this new contract to Antwerp I hope that reduction works will be established in British Columbia that will still offer better advantages to the new zinc industry, and it would seem that the promising future of large tonnage there should be a splendid field for capital to invest in a reduction plant at home. Nearly all the lead mines of British Columbia carry more or less zinc, and in some instances the prospects are remarkable. The London price of spelter has been very encouraging during the past year and promises well for the future.

The Fernie Free Press, in a recent issue, remarking on the development of the coal industry of that district, points out that while only a few months ago the smelters of the Boundary country, voiced by indignant local press, told of the serious manner in which the metalliferous mines of the province were being hampered by the lack of coke, now the smelters cannot handle all the coke produced at these collieries, though two of the plants are incomplete, and none are being run at their fullest capacity. The 982 coke ovens now completed at the three collieries, if run at their fullest capacity would turn out more than 1,300 tons per working day, and this will be supplemented by the output from 146 more ovens in the spring. The British Columbia demands averages considerably below 500 tons per day and never exceeds 600 tons. Allowing, therefore, for a fair progress in the smelting industry, there is still left nearly half the coke product for which there is no market but across the international line. Butte, the smelter city of the West, is the natural market for this surplus. Although situated only 528 miles from Fernie the fuel from its smelters is at present brought all the way from Pennsylvania or from Colorado, the latter point, even, being twice as distant as Fernie.

The following is a brief summary of recent mining happenings:

In Cariboo work has been resumed at Willow river, and the Slough Creek Company is continuing the work of exploring the ancient river channels on the La Fontaine. The drift is now about 300 feet in the distance from bedrock being 130 feet. It is expected to tap the rich gravels by the middle of May next. In regard to the Slough creek mine the manager reports that the water is gradually lessening, and drifting has recommenced.

The Mount Baker-Yale Mining Company has just installed a ten-stamp mill on the property on Siwash creek, near Yale, and will shortly add another battery of ten stamps. The ore, of which there is a large body, is said to average about $4 to the ton.

Good progress is being made with the development of several of the Fort creek claims, the tunnel on the Lucky Jack having been driven over 300 feet. It is proposed to continue to drive another 100 feet, giving a verticle depth on the lead of 200 feet when stoping will be commenced. Both the Buffalo and Swede groupes are also being developed. The suit of the Star Mining & Milling Company against the Byron N. White Company is now being tried at Nelson. The question involved is one of extralateral rights, although the suit is one of trespass. It is alleged by the defendants that they have entered the ground of the plaintiffs in following the course of the vein downward from the apex, which they claim is on their ground. The plaintiffs claim that the apex of the vein is on their ground and that if the defendants have an apex it is that of a different ledge.

Several of the big mines near Sandon are now in active operation. The Ivanhoe concentrator is now in full running order and is producing both silver-lead and zinc concentrates. The Slocan Star has increased its force of workmen, and the Reco is employing some 40 men, and shipping at the rate of ten tons a day. Upon the advice of an eminent Belgium metallurgist the Monitor Company has practically decided to instal a special plant for saving the zinc contents in the ore this year. The Queen Bess, it is reported, formerly owned by an English company, has been acquired by Messrs. Porter & Zevicky, well-known local mine operators from the Bank of Montreal.

The manager sends me the following report of the result of operations at Arlington mine (Erie), during January: Smelter returns on 244.5 tons of ore were $11,396; expenses for the month being $4,682.12. Smelter returns for November, December and January show a profit over working expenses of $1,592.76.

The last report from the Ymir mine states that 35 stamps ran 29 days, crushing 2,850 tons of ore, producing 847 ounces of bullion. The working expenses were $18,500, and the profit for the month's operations were $828.

Ore and bullion to the value of $78,930 was exported through the port of Wanets during the month of January.

Operations on a commercial scale have been commenced at the lead refining works at Trail, the electrolytic system being employed. It is proposed to produce a sufficient quantity of pig lead to satisfy the requirements of the Canadian market.

At the Le Roi mine, Roesland, drifting is being continued in the 1,350 level, a fine body of ore having been encountered in the east drift. From crosscut No. 2, in the same level, the manager reports assays of $48.88, the values being chiefly in the copper contents.

At the Kootenay mine mining operations have been suspended pending arrangements for the establishment of reduction works on the property. It is yet to be decided what system is to be adopted. Meanwhile shipments to the Greenwood smelter are being continued.

STORY OF A MODERN JONAH.

Gobbled by a Whale, Jumped Out, But Was Eaten Up Again.

The death of James B. Salmon, aged 82, at Honesdale, Pa., for more than fifty years an engineer in the employ of the Erie railroad and believed to be the last survivor of the whaling crews that sixty years ago put out from Sag Harbor on their long and uncertain cruises, recalls the story of a timeworn and weather stained monument of slate that stands at the head of a grave in Glen Dyberry cemetery at that place with this inscription upon it:

> In Memory of
> Jonathan H. Salmon,
> 2nd Mate of the Ship Arabella,
> who was killed by a whale
> off the Southwest Coast of South America,
> Dec. 8, 1847,
> Aged 28 years.

The grave has no occupant, and never had one. That there was any occasion for a grave or for a headstone such as that which bears this inscription was not known until more than a year after the date on the headstone, when James B. Salmon, a brother of Jonathan Salmon, returned to Honesdale with the story of his brother's fate. The story is now recalled by old residents of Honesdale as follows:

The whaling ship Arabella sailed from Sag Harbor on August 5, 1847, on one of her cruises. Jonathan Salmon, who, with his brother James, had left Honesdale to become whalers some years before, was her second mate, his brother being one of the crew. The Arabella fell in with a school of sperm whales off the southwest coast of South America on December 5 following. The boats of the Arabella had killed three out of the school, when, on December 8, the boat commanded by Second Mate Salmon started in pursuit of a fourth.

The boat got close enough to the whale for the harpooner to launch his weapon successfully at it, but before the crew could pull away the wounded monster struck the boat an upward blow with its fluke. The boat was lifted out of the water several feet; so high, in fact, that it turned completely over in the air. The men dropped from it into the water. Mate Salmon fell near the furious whale, still retaining his oar in his hands.

The whale rushed at him, its tremendous jaws wide open, and engulfed both Salmon and his oar within them. It was the oar that saved Salmon from instant death, for he braced it out on each side of the whale's jaws so far back toward the hinges of the jaw that when they came together upon it the oar kept a large mouth from closing sufficiently to crush the imperilled whaleman. Before the whale could change that position Salmon sprang from its mouth into the sea.

By this time another boat, in which was Mate Salmon's brother James, came up, and the mate succeeded in reaching it and was lifted into it. But his escape from the furious whale was but of short duration. The leviathan attacked the second boat as it had the first and hurled it high in the air, emptying the crew into the sea.

Mate Salmon again fell close to the whale, and it engulfed him as it had done before. This time Salmon had no oar to stay the monster's jaws, and they closed upon him like some mighty trap. The whale instantly went down out of sight, and none of the crew ever saw it or Mate Salmon again.

James B. Salmon returned to Honesdale after the Arabella's cruise was ended, a year or so later, with the news of that sea tragedy, and it and the member of its luckless victim were perpetuated by the setting up of the inscribed gravestone at the tenantless grave. James Salmon quit the sea and became an engineer on the New York and Erie railroad. At his death he was the oldest engineer in the world in continuous service on one railroad.

Kidney Disease Results from Colds

Exposure of the Back to Drafts Not an Infrequent Cause of This Dreadfully Painful Ailment.

The kidneys are very susceptible to cold, so much so that a current of cold air on the back is sufficient to cause congestion of these organs.

It is also a very common thing for heavy colds to settle on the kidneys and give rise to the most complicated diseases.

While teamsters, railroad men and others whose work subjects them to more than ordinary exposure are especially liable to be overtaken by kidney disease, it is also frequent among indoor workers.

Dr. Chase's Kidney-Liver Pills are so wonderfully prompt in their action on the kidneys that they are especially valuable in cases of kidney disease which arise from colds.

Backache, highly-colored urine, pain or smarting when passing water, headache, cramps in the legs, constipation alternating with looseness of the bowels, fickle appetite, vomiting and general feelings of discomfort are among the most common symptoms.

The record of cures effected by means of Dr. Chase's Kidney-Liver Pills has been equalled in the history of medicine. In the majority of the homes of Canada these pills are always at hand as an indispensable family medicine.

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

To protect you against imitations, the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

POURING INTO KOREA.

Cossack Division Crosses Yalu Near Wiju And Advance On Seoul Commenced.

London, Feb. 20.—The correspondent at Seoul of the Daily Mail reports that 1,500 Cossacks are crossing the border near Wiju, and that Cossack scouts have already advanced into Korea as far as Anju.

Cablegrams received here from Shanghai, declare that General Ma, who is protecting the borders of Chi Li province, wires that it is becoming daily more difficult to prevent the Chinese troops at Sin Ming Ting from crossing the Liau Ho and engaging the Russians employed in guarding the railroad.

No great importance is attached to the stories published in Paris and elsewhere on the continent of alleged intrigues looking to the coalition of Russia, France and Germany in the Far Eastern war, the belief being that it is to the interest of all powers to take steps that the struggle be localized.

As Germany and France joined with Russian in 1895 against Japan, it would be natural for Russia to seek similar assistance in her present difficulties. Argument is, therefore, made that it behoves Great Britain to be prepared for any and all eventualities.

Russian despatches record the rapid growth of the anti-British feeling, one saying that many English boys have been withdrawn from Russian schools owing to insults, and there is evidence in public resorts in Kieff that the position of the British residents would be very dangerous should Great Britain become involved in the Russo-Japanese issue.

The Tientsin correspondent of the Daily Mail supplies a new version of the loss of the Russian cruiser Boyarin, obtained from an officer who survived the blowing up or the Russian torpedo transport Yenesei. This officer says that the day following the Yenesei catastrophe, February 12, a violent storm brought many mines to the surface of the water at Port Arthur. The Boyarin was sent to assist in securing them, but she got caught in the storm, was driven on the rocks and was totally wrecked. This may explain the Russian denials that the vessel was torpedoed.

The Shanghai correspondent of the Daily Express asserts that after an interview with the Japanese consul at Shanghai, the captain of the Russian gunboat Vandjur consented to disarm his vessel and keep her in the harbor of Shanghai until the conclusion of hostilities.

WITNESS DESCRIBES CHEMULPO BATTLE

(Continued ☞ Page Eight.)

this evening to bid farewell to a comrade who left for the front.

The Novoe Vremya, in a leading editorial on Secretary Hay's proposal in regard to the neutrality of China, says it does not see why Russia cannot agree to it, if it means only Chinese neutrality. The document appears to protect Russia from a flank attack.

The Novoe Vremya adds: "And recognizes her exceptional position north of the Great Wall, but the note stands or falls with the reality of Chinese neutrality. So long as China honestly and successfully maintains neutrality, Russia will be unwilling to violate it."

The reply was given to Mr. McCormick by Foreign Minister Lamsdorff, and was promptly despatched to Washington. The terms of the reply have not been divulged here. They are along the lines previously indicated, being a virtual acceptance in principle with the exception of Manchuria, which is now the theatre of war, and where Russia's special interests lie. The foreign office explained that Russia is solicitous as to the other powers that the neutrality of China should not be broken and that the area of hostilities be confined to the narrowest limits.

The foreign office also reported that Viceroy Alexieff explained that as Dalny was practically in a state of siege, and without commerce it was impracticable to allow consuls or consular agents there during the period of hostilities. His views have been communicated to the United States, which had appointed a consul there.

Washington, Feb. 19.—Under instructions from Baron Hayashi, the Japanese minister at London, the Japanese legation at Washington this afternoon made public the correspondence between Tokio and Pekin relative to China's neutrality.

In a note handed by the Chinese minister at Tokio to the Japanese minister for foreign affairs on February 13, China announced that the Pekin government has taken steps to observe the rules of neutrality between nations, and has ordered all the authorities of the province to observe them strictly. Special preparations have been ordered for the guarding of Mukden and Chin King, the sites of the imperial mausoleum and palaces. A garrison has been despatched to all the districts west of the Liao which have been evacuated by Russia. China engages, however, not to take such steps "as will make a rupture of friendly relations with Manchuria," adding that "there are localities still in the occupancy of foreign troops and beyond the reach of the power of China, where the enforcement of such rules of neutrality, it is feared, will be impossible. The three eastern provinces, as well as the rights pertaining thereto, shall remain under China's sovereignty wherever she may gain the victory, and shall not be occupied by either of the powers now at war."

In reply the Japanese government on February 17 expressed its desire to avoid, as far as possible, a disturbance of the peaceful condition in China and to respect the Chinese books as well as the neutrality of China except in those regions occupied by Russia so long as Russia does the same. In this note Japan puts itself on record as having no intention to acquire territory "as a result of the conflict, to the detriment of China," and assures China that there shall be no impediment of Chinese sovereignty whatever actions on Chinese territory military necessity may demand.

GENERAL PFLUG REPORTS.

St. Petersburg, Feb. 19.—Major-General Pflug, chief of staff to Viceroy Alexieff, has sent the following telegram from Port Arthur: "Our scouts report no Japanese have been seen either at the Sencha or Ping Ying, Korea. The population is indifferent towards us. The ice on the Yalu river is beginning to go out. The natives say that if a high tide comes in five days the ice will begin to drift. The west coast of the Liao Tung peninsula is covered with ice for a distance of a mile and a quarter to sea. None of the enemy's ships have been seen lately. There have been no fresh attempts to destroy the railroad."

Paul Lessar, Russian minister at Pekin, has telegraphed that Yuan Shai-kai, commander-in-chief of the Chinese army, intends to send ten thousand men from Pao Ting Fu to Shan Hai Kwan.

NEW CRUISERS ARRIVE.

Crews of Japan's Naval Reinforcements Receive Great Ovation.

Tokio, Feb. 19.—The crews of the Nisshin and Kasuga, the two cruisers purchased by the Japanese government from Italy, were formally received today in Tokio. The men were brought from Yokohama on a special train. There was an enormous crowd of spectators extending from the Shinbashi station along the streets to Sibiyet Park, where a garden party was held. Here the sailors were welcomed by Mayor Ozaki, who said they had done more than undertake a perilous journey. They were the bearers and embodiment of the sympathy of the enlightened West. The park and surrounding streets are decorated, and tonight there was an illumination. The officers of the cruisers were given a dinner this evening.

CONCENTRATING AT HARBIN.

Port Arthur Will Be Left to Stand a Siege Until Army Gathers.

New York, Feb. 19.—A cable from the World's correspondent in Berlin confirms the report telegraphed yesterday that Viceroy Alexieff has determined to fall back to Harbin, leaving Port Arthur to work out its own salvation. Alexieff takes this step in view of the utter impossibility of maintaining and protecting a line of communication 1,200 miles long, and as vulnerable as that is to the railway through Manchuria. The viceroy is fully confident that Port Arthur can withstand a long siege. He is now fortifying Harbin, and will use it as the base of a great army.

JAPAN GIVES CHINA REASSURANCES

Makes Statement of Position and Intention on Outcome of the War.

Tokio, Feb. 19.—The response of Japan to the request of China for a statement of its position in regard to the neutrality of the latter country, was made public today. Its text is as follows: "The imperial government, desiring to avoid, as far as possible, a disturbance of the peaceful condition of affairs which prevails in China, will, in all parts of China's territory, excepting the regions now occupied by Russia, respect the neutrality of China so long as Russia does the same.

"The rules of war governing the forces of Japan in the field does not permit the wanton destruction of property. Accordingly the imperial Chinese government may rest assured that the mausoleum and palaces at Mukden and Ping Kiang, and public buildings in China everywhere, will be secure from any injury not attributable to the action of Russia.

"Furthermore, the representatives of Chinese officials and inhabitants within the zone of military operations, will, in their persons and property, be protected by the imperial forces so far as military necessity permits. In the event, however, that they should extend aid and comfort to the enemy of Japan, the imperial government reserve to themselves the right to take such action as circumstances require.

"It remains to say in connection, that the war is not being waged by the Japanese for the purpose of conquest, but solely in defence of her interests, and consequently, the imperial government do not contemplate to require territory at the expense of China as a result of the conflict.

"The imperial government also wish the imperial Chinese government to clearly understand that whatever action may be taken by them on Chinese territory which is made the theatre of war, will be the result of military necessity and not the impairment of Chinese sovereignty."

POLICE NEWS.

Chinese Murderers Are to be Tried at Spring Assizes.

Yesterday morning the Chinese, Wong On and Wong Gow, charged with the murder of Man Quann and sent by Police Magistrate Hall to be tried in the higher court, were escorted to the provincial jail by Constable J. Woods, the pair handcuffed together marching ahead, and the big constable bringing up the rear. The case will be tried at the spring assizes.

It took four hours yesterday to try the case of assault preferred against a citizen by two Chinamen, whom the aforesaid citizen pulverized for making a row in his back yard in the early morning on Tuesday last. He was convicted and fined $20. He paid the fine.

As was stated yesterday, the man whom Detective Macdonald arrested was suspected of a more serious crime than vagrancy, on which charge he appeared yesterday morning at the Police court and was remanded until next Monday. A little over two weeks ago Mrs. Holder, of the Strand hotel, reported to the police that a number of articles had been stolen from her place. Principal among these was a lady's coonskin coat, a set of carvers and a banjo. The detectives investigated the case, but were unable to find a clue until a few days ago.

One night recently a man whom the police believe to be Lewis, attempted to sell a coonskin coat for $2.50. He accosted a party on the street and asked him if he wanted to buy it. It is quite probable that he was more successful in his next attempt. Lewis is also said to have attempted to sell a pair of carvers.

Will Rival Dawson.—Judge Taylor, of White Horse, who is now visiting the coast, speaks most enthusiastically regarding the new mining district. Asked his opinion he said that all the reports from Bonlion, Sheep, Christmas, Coin, Ruby and Granite creeks are most encouraging. He said he had talked to many who have thoroughly gone over the ground, and he had only heard the one opinion expressed by them, and that was that the prospects were the very best. He had also talked to a well-known prospector who had been in Dawson since 1898, and who stated that the prospects were far better than they ever were in Dawson. Asked as to the best time of year to enter that district, he said by all means the winter season, and that April 1st should be the latest to leave White Horse.

esults from common soaps: eczema, coarse hands, ragged clothes, shrunken flannels.

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for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word '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 Hon. Commissioners, and without which it is a forgery.

Sold by Lyman Bros. & Co., Ltd., Toronto. Price $1; postage 4 cents.

VICTORIA ASSESSMENT DISTRICT.

A Court of Revision and Appeal under the provisions of the "Assessment Act" will be held for the Esquimalt Assessment District, at Parson's Bridge on Monday, the 7th day of March, 1904, at 11 o'clock in the forenoon.

For that portion of Victoria Assessment District known as North Saanich: At Sidney on Tuesday the 8th day of March, 1904, at 12 o'clock noon.

For the Assessment District of South Victoria: At John Camp's, Saanichton, on Tuesday the 8th day of March, 1904, at 2 o'clock in the afternoon; and at the Royal Oak on Wednesday the 9th day of March, at 11 o'clock in the forenoon.

For the Assessment Districts of Victoria City, Coast and Islands: At the Court House, Bastion Square, on Thursday, the 10th day of March, 1904, at 11 o'clock in the forenoon.

E. HARRISON,
Judge of Court of Revision and Appeal.

NOTICE.

Tenders are invited for the stock, fixtures and goodwill of the B. C. Jobbing & Confectionery Co., Langley street, until noon, February 26th. Particulars on application.

W. H. PRICE,
Assignee.

MINERAL CLAIMS.

Situate in the Alberni Mining Division, Clayoquot District, on the north side of the Alberni Canal, west of the Monitor Group. Take notice that I, Arthur W. Harvey, agent for Alvyn J. Engvik, Free Miner's Certificate No. 73595, intend, 60 days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action under Section 37 must be commenced before the issuance of such Certificate of Improvements.

Dated this 22nd day of Feb., A. D. 1904.

ARTHUR W. HARVEY.

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 south east corner of Isaac Dubuil's pre-emption, situated about five miles north of my ranch, thence west 40 chains, thence north 40 chains, thence east 40 chains, thence south 40 chains, to point of commencement.

E. 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 Monitor Mining 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 shipment of 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 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 day 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, with registered bull calf sucking. Took prize at April 6th. Apply P. O. Box 187, Victoria B. C. Quick Bros. f14

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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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FARM TO LET—On four years' lease, two and one-half miles from Sidney Station, North Saanich; 34 acres (more or less) under cultivation. Allowance made for clashing and clearing. Rent $18 per month, payable in advance. Apply to W. N. Copeland, Archerdale, Sidney. f21

DANGERS OF