perate Struggle r Lone Tree Hill

ant But Unsuccessful Attempt of Japanese to Recapture.

te of Awful Slaughter They Return to Charge at Night.

en, Oct. 19.—Lone Tree hill, the Russians after a desperate, was the object of a gallant successful attempt at recapture Japanese. In spite of the awful r with which they had been from the hill, the Japanese re to the charge during the night ober 17. Recognizing that the the key to the position on the st front, nine regiments par, creeping up through the night livering a furious assault at But the hill has been bought ly by the Russians to relinquish the Japanese were driven back rible slaughter.

reported that General Mistchenossacks, under command of t-General Gavriloff, were engaghot fight on October 17 towards heast. A Cossack horse battery the Japanese guns and drove veral infantry battalions, but able to capture the guns which nese succeeded in carrying off. e station, or what is left of it, n recaptured by the Russians, l shortly reopen it for railway ith Mukden.

eported that the Russian army cing. News has just been reiat the Japanese left has been ck with heavy losses and its reoff. A Russian regiment is now rried to the scene in the hope eting the rout.

er has just returned from Gentschenko's division reports that nary fight has taken place at , fifteen miles southeast of o which fort General Mistchend in order to preserve commubetween the Russian centre rn flank. The Japanese made a ed attempt to cut the line of cations at this point and a nder cover of a terrific cannonof two companies of the Rusbrigade fifty men only were

Two companies that had exheir ammunition prior to the nese attack lay in the trenches

Japanese were within a few n the Russians hurled a volley charged and broke the attack, compelling the Japanese to flee. was fighting today on both sides reat Mandarin road. General in is indefatigable, personally the forward movements. Nothto affect him, but he wears his et smile under all circumThe last Japanese defenders of Tree hill, two artillery officers, uarter and died fighting with ds beside their guns.

MINGLED IN HEAPS.

and Japanese Piled in Inexe Confusion on Battle Field.

m, Six Miles East of Shakhe, Fighting still continues along e whole front. There was a ternonading last night. Everyerribly exhausted but full of e battle field of Lone Tree hill an awful spectacle. Russian ese dead are mingled in heaps eable confusion; the ground is th broken rifles that have been in hand-to-hand fighting; g seems to have been used as The Russians charged valiantpes in order to save the woundhe Japanese kept up a strong rendered the work of relief nd dangerous. The fighting tokened considerably owing to the impassable condition of

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A FEW WEEKS

NIST

Campaign Opened At Victoria West

By Colonel Prior, Conservative Candidate for the Dominion Legislature.

The Railway Policy of Laurier Government Is Hotly Denounced.

(From Tuesday's Daily.)

Colonel E. G. Prior, the nominee of the Conservatives of Victoria for the Dominion legislature, made his debut to an audience for the present campaign at Semple's hall, Victoria West, last night. Although the Colonel has been confined to his home through illness for the past week, he appeared on the platform last night with much of his old-time vigor and succeeded in carrying his auditors with him as he reviewed the political situation as it today presents itself. His clean, manly avowal with reference to his dismissal by the Lieutenant-Governor from the honored office of premier of this province was appreciated for its honesty and candor. "It was indiscreet; it was unwise of me. It was a mistake, but there was nothing dishonest or dishonorable about it." He also made it clear that charges of bribery preferred against him were acts for which he was not personally responsible, and expressed his confidence in the victory of the great Conservative party in whose interest he had been nominated.

Mr. Leonard Tait presided over last night's meeting, which proved a rousing rally of Conservatives. On the platform also were Colonel E. G. Prior, Mr. H. D. Helmcken, Ald. Beckwith, Mr. C. M. Woodworth and Mr. Harold Robertson. Several ladies occupied seats in the hall. A couple of enthusiastic Liberals stationed themselves at the door distributing campaign literature of their party.

The chairman briefly opened the meeting and welcomed Colonel Prior to Victoria West. Referring to the Liberal campaign literature, he said it could do no harm, as if read, it would be in conjunction with the statements publicly made by leading Conservatives.

Mr. Harold Robertson was the first speaker. He was glad to see so many ladies present, and if the ladies of Victoria would all take a like interest, there would be no corruption in elections. There were many interesting subjects to be discussed, the most important of which was that of railway construction and public grants. There were various sides to these questions, but that of getting better terms was the chief. When Mr. Blake, after Confederation, described British Columbia as a sea of mountains, there was but little known of this great province. Then it was agreed that there should be certain allowances made to each of the provinces within the Confederation, and British Columbia was treated as a sea of mountains. Since then she seemed to have a continuance of this treatment. As the other provinces grew, their claims upon the Dominion Parliament also grew and were recognized, with the exception of British Columbia. Nova Scotia, for instance threatened to secede if not more liberally treated, and their demands were complied with, causing peace in that province. Mr. Lugrin at a Liberal meeting the other night was represented as saying that British Columbia had never demanded better terms. The speaker did not know what Mr. Lugrin meant by "demand," except it would be sending down of a regiment of soldiers to enforce it. As a matter of fact, for years past British Columbia had persistently demanded better terms, but was met with rebuff and refusal.

In 1891 a deputation was sent from this province to demand better terms at Ottawa, but did they accomplish anything. No. The following year the then premier and one of his cabinet ministers went to Ottawa on a similar mission, but nothing had been further heard of it. Next there was a meeting of the various premiers, all demanding better terms for their provinces, but as far as British Columbia was concerned nothing was done. Premier McBride then wrote asking for a reply, but was informed that the Liberal Government did not see that British Columbia had any particular claims, and if it had to make a public question of it. This was now what the people should do, and do it by the ballot box (applause). British Columbia had special claims. The province was an immense one, and to develop it required the building of roads, bridges, harbors, etc., to which the government of the Dominion should contribute. Sir Wilfrid Laurier says the province was not entitled to any special subsidy, but Mr. Borden, the Conservative leader, admitted that it was, and was prepared to grant it. Was not then, the Conservative party entitled to their support? Hear, hear). Their duty was to elect Colonel Prior, and then they would get justice and all that they were entitled to. If they did not do so, then it would be said that British Columbia was satisfied with the treatment she was receiving. To return a Liberal candidate would be to endorse the action of the government which denied to this great province her just dues. The Liberal party had broken its promises on every hand, as far as British Columbia was concerned, and proved itself unworthy the support of the people. When Hon. Mr. Prefontaine was here recently he promised the people of Vancouver a hatchery, but what they got was a hen hatchery. (Laughter.) They were also promised great harbor improvements, but all there was in this was a wharf at Ladysmith. If permitted, the government would continue to make promises and do nothing more. But it was not empty promises the people of British Columbia were looking for, but practical work in the building up of their immense industries and resources. The Conservative government was pledged to a progressive policy, and would redeem its pledge (applause). Therefore, the necessity for electing a Conservative government.

Mr. C. M. Woodworth was the next speaker. He dwelt at length on the rottenness of the Yukon administration, which he proved was impoverishing the country while enriching a few friends of the Liberal government. He spoke of the immensely rich mineral deposits of the north and showed how they were being grabbed by eastern politicians through their official appointees in the Yukon, and went on to show that with proper government the northern country would grow and prosper, and that in this growth and prosperity the people of Victoria, Vancouver, etc., would share. The speaker attributed the backwardness of the Yukon to Liberal maladministration, and appealed to the honest electors of Victoria to do their duty in turning down the government which rendered such disgraceful state of affairs as existed there possible.

Colonel Prior on coming forward was received with great enthusiasm. He said it had been stated that he would not contest this election with any degree of fervor or earnestness, but those who knew him, knew that he never wilted, and that having been nominated he would put up the most vigorous fight which he was capable. (Applause.) "I am no quitter," added the colonel. "I am not fighting for Colonel Prior, but for the great Conservative party, who have always proved themselves worthy of the country and equal to their pledges."

They had heard from Mr. Woodworth of the maladministration of the Laurier government in the Yukon, and any person knowing the state of affairs there must be convinced that the Liberal party are long enough in power. When that party was elected to office in 1896, they were loud in their promises as to what they would do. They promised to curb what they called the gross extravagance of the Conservatives. But how did they do it. The expenditure of the Conservatives that year was $38,000,000, which Sir Wilfrid Laurier said could be reduced by $3,000,000. Instead of reducing it, the Laurier government had increased it to $61,000,000, and last year their estimates called for $78,000,000. The Liberals declared when seeking office that protection was not good enough for Canada, and promised "free trade as they have it in England," but while they were talking free trade to the farmers, they were quietly pledging themselves to manufacturers on protection. Mr. Todd exposed this on the floor of the House of Commons, and the fact could not be denied (hear, hear). It was a good thing for Canada that the free trade promises were not fulfilled, for had they been the country would not be as well off as she was today. The fact was that the Liberals were following the policy of the Conservatives, and taking credit for the good results of that policy. (Cheers.) The Liberals also promised to reduce taxation. The way they did it was this: When the Conservatives were in office the taxation was $5.57 per head, but last year it had increased to $9.57. That was the Liberal plan of reducing taxation. (Laughter.) As a matter of fact they were spending $9,000,000 a year more than the Conservatives did while in office. No doubt the country was growing, and no one rejoiced in this growth more than the Conservatives, but what they did object to was lavish extravagance. (Hear, hear.)

Colonel Prior next took up the railway policy of the Laurier government. This country was an immense country, and could not be developed or opened up without railways. It was a great mistake to say that the Conservatives did not fully realize this, but what they demanded was that these railways should be built and operated on reasonable terms. When he heard that this Grand Trunk Pacific railway scheme was brought before the house, he naturally conceived the idea that it would be impossible to build this railway from ocean to ocean without beginning operations simultaneously at the Atlantic and Pacific coasts. But here was a railway, to cost the country from $150,000,000 to $170,000,000 and not a condition was imposed that work should begin at this end. True, Mr. Aulay Morrison, who had since been made a judge, had a notice on the paper making it imperative that work should begin in British Columbia at the same time as it was begun at the eastern point, but it was not pressed. Then Senator Macdonald asked to have such a clause inserted, but he was voted down, and "our only and evergreen Senator Templeman voted against the clause," added Colonel Prior. Next Senator Templeman had the notice put in his own name, but the Grand Trunk Pacific people would not stand this, and the Senator withdrew it. Now if that railway was to be built as proposed, all the supplies would come from the east, and Victoria or Vancouver would not benefit one cent during construction.

Colonel Prior proceeded to point out the various changes which had been made in the original proposal for railway construction, and showed that the government had made a very sott bargain with the railway company. For nine-tenths of the road the government was to be responsible, while the railway company were only liable for about $15,000,000, while the total cost was to be from $150,000,000 to $170,000,000. Sure, if the people were to pay so much they might as well pay the $15,000,000, and own the railway themselves. (Cheers.) This was what Mr. Borden proposed. If the Conservatives had the work in hand the railway would be owned by the people, and operated, not by the government, but by a commission. The termini would also be on Canadian soil, not in Portland, Maine, as at present proposed.

Having explained, in answer to a request from a member of the audience, the position of the auditor-general, Col. Prior proceeded to deal with charges preferred against him. In reference to one of personal bribery, of which the Liberals were stating he had pleaded guilty, he read the finding of Mr. Justice Walkem and Mr. Justice Martin in the late petition presented against his return to parliament. It was as follows, and directed to the speaker of the House of Commons:

"The undersigned, two of the judges of His Majesty's Supreme court of British Columbia, before whom the above matter was tried on the 2nd day of December, A. D. 1901, hereby certify that they have determined that the election and return of the above named respondent, Edward Gawlor Prior, as a member of the House of Commons of Canada for the electoral district of Victoria, British Columbia, at the above election, were, and are, wholly null and void by reason of the fact that the said Edward Gawlor Prior was, and by his agent or agents, and by other persons on his behalf, guilty of hiring or promising to pay, for couple of hundred horses, carriages and other vehicles for the purpose of conveying voters to and from the poll and in the neighborhood thereof at the above election, contrary to the provisions of section 113 of the Dominion Elections Act, such offences, however, having been committed without the knowledge or consent of the said Edward Gawlor Prior. And that the said petition, so far as relates to the respondent, Thomas Earle, was dismissed with costs."

As to his resignation having been called for by the Lieut.-Governor, Col. Prior said that, with reference to the Chimney creek contract, he had not acted wisely or with discretion, but he had done nothing dishonest or dishonorable. Members of a firm should not be bound in such matters, nor were they in other parts of the Dominion.

Ald. Beckwith briefly addressed the meeting, which concluded by a resolution expressing confidence in Col. Prior and pledging him support. This was carried with enthusiastic applause.

BANFF ANTHRACITE.

Daily Output Is 200 Tons and Is Being Increased.

W. H. Aldridge of Trail, manager of the C. P. R. smelter and coal mines at Banff, now being opened up by the metallurgy department of the railway company, said in an interview:

"We are shipping over 200 tons daily of Banff hard coal, the bulk going to the Territories. The demand has been so much greater than expected that we shall add only a small tonnage to Manitoba. The Mainland Transfer Company of Vancouver has received several carloads, and is prepared to make deliveries in large or small lots. Vancouver is not a favorable point for hard coal on account of the mildness of the climate, and because of the excellent quality and comparative cheapness of the Vancouver Island soft coals. However, in the course of a few years there is likely to be a greater demand for hard coal for domestic purposes, especially as the price is likely to be less than it can be economically delivered for this season.

"The expenditures at Banff have already reached several hundred thousand dollars, and the total capital invested will probably be in the neighborhood of $1,000,000. The plant, buildings and town are being established after the most modern ideas, and every effort is being made to enable the cheap production of coal. The sale of the small sizes of anthracite is somewhat difficult, as the boiler plants of this country are all designed for wood and soft coal. Changes are being made in the way of larger grate areas and stronger draughts, so that in another year a large part of the small coal which is now being wasted will be utilized for steam purposes. This will enable the company to reduce the prices on the domestic sizes. All of the large steam plants in Eastern cities, such as New York, find the small anthracite far more economical than soft coal. For that reason it is used very extensively throughout the East."

She—I suppose when you're out with a bunch of joke writers you put down all the funny things they say, and try to tell them afterward.

He—No, indeed. They have all been said before.

Why Americans Lead in Electrical Engineering.

Technical Education the Keynote of American Success.

During the past two decades the development of electricity has included practically every department of modern industrial life, and the profession of electrical engineer has become certainly the most modern and in many respects the most universally important profession now open to young Americans. The electrical engineer is not only the man behind the electrical apparatus that yearly plays a more important part in developing our modern industries and operating our modern cities, but also the man on all sides of it, eternally fixing wires, watching the evolutions of dynamos, installing new telephones, telegraphs, electric railways and lighting systems, or planning minute improvements upon those already in existence. He goes to sea on the liner or warship and dives under it in submarine vessels; he burrows into the earth to conduct mining operations and has planted its surface from one end of civilization to the other with the countless poles necessary to connect his telephones and telegraphs; he lights our cities, propels our whizzing trolly cars and is now beginning to fill the very ether itself with wireless messages.

All this of course has come into being since Franklin sent up his famous kite, hardly more than a century ago, and most of it—the entire profession of electrical engineering as something for hundreds of young men to take up as a life work—has grown up practically in the last two decades. —In 1885, for example, the Massachusetts Institute of Technology, in this city, graduated but two electrical engineers, while at present, twenty years later, there are in the neighborhood of 200 students studying electrical engineering in the Institute courses and some 400 odd graduates. This number is simply an important fraction of the sum total of young Americans now studying electrical engineering either in Germany or in the various technological schools that have developed in America since electrical engineering began to assume its present importance. And within the last two years the Institute has erected an electrical laboratory that not only equals anything in Germany, but is said by experts to be in some respects superior; which means literally the present holding of the world's championship belt for the equipment necessary to electrical instruction.

Here, therefore, one obtains an excellent opportunity to see the making of the man behind so many modern inventions and conveniences. In the early history of applied electricity he was inevitably a self-made profession, a condition that has become practically impossible under the ripid development of electricity as a very useful handmaid of modern civilization and the consequent demand for young men who can take up its practical application with a sound working knowledge of its theoretical aspects. Few people except the electricians have any conception of the tremendous scope of this preliminary training. The telephone, to take a single familiar example, seems to most of us a simple affair of transmitter and receiver, and we seldom pause to consider the miles and miles, to say nothing of the tons and tons, of copper wire included in a first class telephone service. To the electrical engineer, however, all this copper wire is as matter of fact as the buttons on our own waistcoats, and he is equally familiar with the perfections and imperfections of the great switchboard that enables all the wire to be controlled and placed now at the service of one customer and now at that of another.

First of all the young electrical engineer must become acquainted with physics, mathematics and mechanical drawing. These are the three first essentials of knowledge that must be at the fingers' ends of either the mechanical, civil or electrical engineer. A working knowledge of physics is the foundation upon which humanity builds equally its whole superstructure of useful machines, its bridges, railroads, and various electrical systems. Mathematics he must know in order to make the never ending mathematical calculations involved in the practice of each profession; and drawing he must know in order to sketch the plans by which other workmen may carry out his ideas. Dry enough this beginning would appear to many persons looking back at their own school days, and dry enough much of it is. But the young engineer begins almost immediately to learn by seeing and doing as well as by hearing and reading, and a good half of his time is spent in laboratories, working out experiments for himself under the eye of an instructor or in examining real machinery and so learning the exact application of theoretical knowledge. His lecture hours, moreover, are interestingly diversified in a fashion undreamt of twenty years ago, for they are sometimes illustrated by kinetoscopic pictures, at other times by new pieces of machinery imported for the purpose from the big electrical plants, and at yet others by miniature working models, showing, for example, the lighting system of several adjacent cities from a single power house, the electrical signals of a railroad, or the inner workings of a modern telephone system.

One of the most remarkable technical lecture halls in the world is undoubtedly the lecture room in Boston, almost in the shadow of Trinity Church, devoted to the future electrical engineers of the Massachusetts Institute. In this lecture hall, instead of the familiar desk upon which an instructor usually places the objects to illustrate his lecture, there are two sets of tracks which suggest the presence of a small railroad, running across the place usually occupied by the lecture platform. These tracks are essential to a full development of the idea of illustrating a lecture by working models, for they enable the illustration, which often requires many hours of preparation, to be set up and tried in an anteroom, railroaded into the lecture hall before the lecture and out again after it without interrupting the course of other lectures that precede or follow. In this way the student sees practically every form of modern electrical apparatus, as electricity is applied to large areas—such as the electric lighting or the power transmission of a large modern city—reduced to a miniature fac-simile; and an ordinarily dry lecture becomes as vital and interesting as a professional meeting of expert electricians. The lecture hall, moreover, is thus equivalent to several reasonably well equipped lecture rooms, and in order to work the different models, it contains connection for gas, water, direct and several kinds of alternating electric currents, as well as sewer connections and a suction duct instantly to remove the smoke or odor of any particular experiment. And a complete automobile, for example, can be carried into it from outside the laboratory building, by means of a ten ton crane moving the length of the large student laboratory, lectured upon before a class of students and then returned to its owners without disturbing the regular routine of the institution.

So much the future electrical engineer learns by lectures and class-room exercises, but quite as much of his time is given to study of a more practical description, in which he learns theory by applying it to practice. He becomes a worker in wood and iron in laboratories devoted to carpentry, blacksmithing and metal turning; in other laboratories he learns the secret of steam engines, boilers and other steam appliances, and finally in the big laboratory of the Technology electrical engineering department he performs for himself practically every detail of electrical operation. Clad in overalls and jumper he tests machinery under every probable condition, running the big permament generators of the laboratory or testing the efficiency of lamps, transformers and motors. His main laboratory is a room some 260 feet in length and filled with permanent as well as movable electrical apparatus with which he becomes personally familiar. Connected with this main power room is a series of smaller laboratories in which advanced students work out their own special researches on some important detail in the complex business of electrical engineering, this, of course, being the final touch to his "academic" training.

It is an interesting fact that in the making of practical electrical engineers the United States has always stood somewhat ahead of Germany, despite Germany's greater prestige and larger laboratories. The latest addition to the technological laboratories, however, has given this country what is undoubtedly the best modern equipment for practical instruction. And in developing the electrical specialist, it is interesting to note that the Institute has also recently established in its school of graduate research, facilities that make it possible for the American specialist to obtain on this side of the water opportunities for study similar in may respects to those for which he has had previously to make a pilgrimage to Germany.

A Hazardous Canoe Trip

In Canadian lumber camps large wooden chutes are occasionally built connected with a small stream, by which a small canal is formed to carry the logs to some main stream which connects with the sawmill.

These chutes or big slides are sometimes carried across valleys at a great height from the ground, and the following adventure, told by Mr. Martin Hunter in "Rod and Gun in Canada," relates a hair-breadth escape from death when running down one of these slides in a canoe.

When I look back, he writes, over the many years I have passed in the wilds of Canada and realize the numerous narrow escapes I have passed through, I call to mind, with vividness, the running of the log slide at the High Falls of the Du Moine, and consider we had a most providential escape from a fearful death.

To reach the frontier of civilization from the headwaters of the Ottawa, we came down the river Du Moine. Besides myself, there was a youth of seventeen and a big, burly Iroquois. The Indian was the guide, having in previous years worked in shanties on the Du Moine and boated up supplies in the fall as far as the Big Lake, but the young half-breed and myself had never gone down this river.

The Iroquois, being the guide, was in the bow of the canoe and I steered for him, the boy paddling in the middle.

The canoe (a bark one) was really large enough to require a crew of four, but as we expected to have two extra men on the return trip, we undertook to go down shorthanded.

The day before we got to High Falls we had run numerous rapids, in passing through some of which we shipped considerable water. We would go ashore occasionally and bail out the canoe, but being wet so continuously made the canoe heavy. We camped that night at the head of the Falls near an old abandoned mill, that had been erected in the first place to saw the deals whereof the slide was built.

The Iroquois, although a big man and very strong if he liked to exert himself, was, if circumstances would permit, very lazy, and that night about the camp fire already anticipated the trouble and hard work we would have on the morrow to carry our heavy canoe across the portage which, he said, was three-quarters of a mile long, with the trail along the side of a burnt mountain all the way.

He said if I was not afraid we would send the boy over the portage and we would run the slide. Somehow the way he spoke, I gathered there was considerable danger, and I asked him if he had ever run. "Oh! yes," he said, "I run another canoe down with a barrel of pork in her and I was alone."

In those days I considered what another man had done I could do, and his saying if I was afraid settled me out, "the point of taking almost any chances, so before we turned into our blankets it was settled we should go by the slide, instead of carrying the canoe over the portage.

At the head of the slide was a gate, as it is called, with grooved sides, and the depth of water was regulated by taking out so many planks of nine inches high each. The Indian took out two of these, and while water was running out and into the slide we carried our canoe to the edge outside the mill and started the boy on the portage.

The slide was built of three-inch deals throughout, bottom about six feet wide with two planks high on each side. For the first couple of hundred yards we ran running almost on the level of the ground, and we went along splendidly. I was just thinking what fools people must be to carry over a tiresome portage, when they had such an easy route as the slide; but in the same minute as these thoughts were passing through my mind the Indian turned a scared face as we shot round the spur of the hill and said, "The water is jumping the side of the slide, hang on to the upper side with you paddle for your life." We were, in a moment, running down a steep at lightning speed, and that across a chasm on the level of the pine tops.

The water had forced off a plank at the most dangerous part of the slide, where there was a very decided crook and exactly in the middle of the gorge, and here the water was foaming over with force enough to carry the canoe and us with it. The Indian called back to me in the stern to hang on with all my might to the upper side of the slide with my paddle. It was a frightful moment, the taking of that turn. I actually felt the stern of the canoe lift towards the break as we swept around the bend, but the weight of the Indian and three parts of the canoe prevented it from going over, but for one single moment, from the crest of that wave of water, I looked down with a sickening feeling to the rocks over one hundred feet below.

We breathed a deep sigh of thankfulness for the danger we had passed, but neither the slide, nor all the excitement was yet passed. Clear of this high trestle work we shot around the spur of another mountain, always at railway speed, across a bend in the gully, and then a straight length ahead of us. We lost the contour of the side by a foam of water ahead of us, and the Indian, whose nerves were strung to the highest tension, called out, "A log across the slide, keep her straight!"

There was nothing else to do. To stop the canoe was impossible, to jump over the side was death, and ahead of us looked like death; still, there is always a chance in the unseen, and, besides, there was no time for further thought, we were on it. As we rushed to the inevitable, we saw the water was passing over something obstruction in the slide, but over both sides also.

The canoe jumped the log safely, and we were running now in slower water and almost on a level again with the earth. Ahead I could see the river and knew that the end of the slide must be near.

The Indian called to me to stand by, the lip of the slide was fully seven feet from the water. We shot out into the air for a few moments and struck the river with a sound that echoed on the surrounding hills like a cannon shot.

The force with which the canoe struck the water was so great that the bark split from side to side in the middle, and she began rapidly to fill. Luckily the beach was close, and we managed to paddle ashore before she sank.

Here we lost the rest of the day, having to go back into the green country for a bark patch, gum and roots to sew the canoe. It was late at night before we had her fit to voyage again, and again I had it brought forcibly before my mind that sometimes the "longest way round is the shortest way there."

Yes, we had indeed shot the chute, but what foolhardy risk had we not run? They told us at the mouth of the river (the oldest inhabitant) that it had never been done before in a bark canoe, and I have never heard of anyone emulating our exploit.

By questioning Mr. Sweezy, the boom master, I found the slide is one and a half miles long, and where the break occurred in the chasm the trestle work from the rocks below is one hundred and ten feet high.

I am pretty "nervy," but no money would induce me to again "Shoot the Chute."

Liberal Denounces Misrule In Yukon

Major H. J. Woodside Tells of Shocking Condition of Affairs in Far North.

Ex-Customs Official at Dawson Confirms Tale of Dishonorable Tactics.

Further confirmation of the deplorable condition of affairs in the Yukon, if any were needed, was obtained in an interview with Major H. J. Woodside at Vancouver. Major Woodside arrived on Friday on the steamer Princess May, en route East to join his wife, on account of whose health not permitting her to reside in the Yukon he has just resigned his position in the customs service at Dawson under Collector Busby.

At the outset Major Woodside impressed upon the interviewer that he was, as he had always been, a Liberal and that he was in accord with the party, which he hoped to see win throughout the Dominion, but he had taken his present course in order to upset, if possible, the "organized gang" in Dawson who are disgracing the name of Liberalism as well as of Canadianism. He said:

"I have been in the Yukon since 1898 and have been connected with the press as an editor for many years. I have, therefore, been in touch with matters in the Yukon. I always worked for what I believed to be an improvement in the condition of affairs there, because I found that governments always required a good deal of 'poking up' to make reforms. Under Mr. Ogilvie, who is hardly given the credit he deserves for many improvements he made, there was a steady improvement. When Mr. Ross came, he was welcomed as a man of high standing and an able administrator. His unfortunate illness was a terrible blow to Yukon. In appointing him, the Liberal government at Ottawa appointed the best man that could have been found for the position, as he had the confidence of all Yukoners. But since his retirement and the appointment of Mr. Congdon things have been going backwards—from bad to worse—until now they have come to a pass where there must be a change, because the methods employed by Congdon, Temple, Beddoe and Company are too much like those of the Tammany ring in New York, and, if persisted in, will ultimately degrade the name of Yukon officialdom to a par with that of Alaska.

"After Mr. Congdon's appointment, a man named Temple appeared from somewhere. No person seems to really know why he came or where he came from. He is called a 'diamond drill expert,' but he knows as much about a diamond drill as he does about a bale of hay. He was, I believe, a brakeman on a gravel train on the Thunder Bay division of the C. P. R. For a 'two cent organizer,' he has made a series of grave blunders, as a result of which he has split the Liberal party in Yukon. His methods consisted of main strength, or brute force, aided by ignorance. He has shown little or no tact, and why such a man should be allowed to cause trouble is one of the mysteries which we Yukoners cannot explain.

"Temple first attempted to put the Yukon Sun out of business, as it was not amenable to his ends. His venture cost him several thousand dollars and was unsuccessful. He finally succeeded in organizing a new paper called the Yukon World, owned by employees of the government, or men dependent on the Territorial government for favors. Instead of selecting a decent Liberal for editor, he picked out the last man in the Yukon that should have been selected if the paper were to have any influence. Mr. Beddoe, the editor, came to Dawson from Juneau and was formerly editor of the News. While editing that paper he most violently attacked the government, Mr. Sifton and everything and everybody relating to the administration of the Yukon. Not only that, but he also took the stump to emphasize his bitterness of all things Liberal. He was given the option, when editor of the News, of clearing himself from a charge of blackmailing made by Mr. J. B. Tyrrell, the well known Canadian explorer, but utterly failed to do this in the courts and was bundled out of his position as editor of that paper. For some reason he was given work in one of the government offices in Dawson and then translated to the position of editor of the Yukon World. That was the last straw that broke the back of the independent Liberal party. The best Liberals in Dawson vowed that they would not swallow Beddoe under any circumstances whatever and so a difference of opinion, which had been widening for some time, precipitated a crisis, or direct split of the party. The independent Liberals, including such men as Thomas O'Brien, T. D. Patullo, D. H. McKinnon, Dugald Donahy, Elgin Schoff, Jos. McGillivray and other life-long Liberals, went into opposition to the Congdon-Temple regime, and there has been war to the knife ever since. The independent Liberals have made strong representations to Ottawa to have a change made, but naturally it is a somewhat difficult matter for the Liberal government to remove an official regularly appointed by it and supposed to have the confidence of the Liberal party.

"This is one reason why it becomes necessary for individual Liberals to speak out plainly at the present time, because it is quite evident that there is an attempt how being made in Dawson by the Congdon-Temple-Beddoe party to run Mr. Congdon as the Liberal candidate.

"You are quite aware that it is contrary to the civil service regulations for any civil service servant to take an active part in politics. Commissioner Congdon and Mr. Temple have, however, absolutely violated this rule in every respect by compelling every government official whom they could force to do so to join the so-called Liberal Associations at Dawson and on the creeks. There were four departments on whom neither threats nor blandishments had any effect. They were the customs, post office, telegraphs and the judiciary. The customs collector is Mr. Bugby; the postmaster, Mr. Hartman, and the telegraph manager, Mr. Brownlow, who are three of the most capable and honorable officials to be found in Canada. Judge Craig, standing for the judiciary department, maintained his high reputation for justice and freedom from political influence. These departments absolutely refused to be coerced into joining or taking part in politics whatever, and stood aloof from all sections of the Liberals or any other party. There are many honest officials in the Yukon, who are placed in a most unpleasant position by the actions of these would be 'dictators.' It seems to be Mr. Temple's sole object to make an organization which will carry out his and the ring's wishes.

"Regarding the charter steal, some foreign companies which had been disappointed in the matter of controlling government contracts and patronage of the local municipality on the plea that government control of affairs would be cheaper than a city council, started a petition to have the charter revoked. This was sent to the commissioner and with the little excuse the commissioner and the Yukon council passed an ordinance to hold a plebiscite on the question. Dawson had during the present year the best council it has had since its incorporation, most of the members being economical, progressive and just. Just about this time the mayor, who received a civic salary of $2,500, was appointed chief preventive officer under the Territorial government, which position carried with it a salary of $4,200. This office placed him in the hands of the commissioner and his party, and they proceeded to use him for the purpose of aiding their efforts in revoking the charter, no doubt with the intention of securing that much more patronage in their own hands. It so came about that Mr. E. Ward Smith, the city clerk, also placed himself in the hands of the commissioner, and naturally promptly discharged by the city council. The councillors applied to Judge Craig for an injunction to prevent the plebiscite being held on civic lines. In his decision Judge Craig regretted that he was not able to grant an injunction, but pointed out fairly and justly that in his estimation the dismissal of the city clerk was proper and his re-instatement by Mr. Congdon, the commissioner, was illegal, and he also expressed the opinion that the whole plebiscite, as proposed to be carried out, was illegal. For this he suffered a savage attack in the Yukon Sun, which is universally credited to the pen of Commissioner Congdon, as it was such an article that Beddoe was not capable of writing. Mr. E. Ward Smith, acting for the Territorial government, promptly made the necessary, a certain number of days in which certificates for voting could be obtained by qualified electors. But he immediately proceeded to violate his promise by cutting them off on the Saturday afternoon, some three days before election day. Certificates were, however, surreptitiously issued to parties who were supposed to be favorable to the revocation of the charter. This action on the part of the commissioner completely bowled out the anti-Congdon party, and it was expected that the revocation of the charter carried by a majority of about three to one, although the figures show that after the so-called 'Tab' Hunter had polled every possible vote by every means in their power they did not secure half of the regular qualified voters on last year's assessment roll. "Mr. Hibard, in his interview with you, has properly said that Mr. Congdon and his associates have inaugurated a reign of terror, for already many business men and others, who are opposed to them on principle, have had to bow to their wishes, or be absolutely ruined. There are far too many officials in Yukon at present, many of whom are utterly useless and are just kept there to further the ends of 'Dictator' Temple. There could be a reduction of at least 25 officials in Dawson alone, without impairing the efficiency of the work in any way. Many officers are utterly useless. For instance they have there what they call the 'Territorial preventive officers.' They are nominally for the purpose of preventing the importation of liquor by any firms than those which have secured a permit and paid the regular fee per gallon. These officers cost the Yukon over $12,000 per annum, and least $10,000 is wasted. If the inland revenue or Mounted Police—that fine body of men and one of the institutions of Yukon which always reflects credit upon Canada—were given the authority to attend to this business, it would be done more efficiently and with must less cost than that is at present incurred by the so-called preventive officers."

In conclusion, Major Woodside again stated that he was a Liberal, but he was a Liberal in the true sense of the word, and as such he could not stand for such a police as that practiced in Yukon by Commissioner Congdon and his ring under the guise of Liberalism. The sooner they were broken up and made examples of the better, not only for the Liberal party, but for the Dominion at large.

GRIT CANVASSER AND A UNION PRINTER

The Experience of a Canadian Workman Under Liberal Protection.

"You ought to vote Liberal—you are a member of a labor union." Such was the argument a Liberal canvasser used to a printer in a conversation yesterday. "That's the very reason why I should not vote with the Liberals," was the quick reply, "and what is more I'll show you exactly why. You see that cardboard," pointing to a pile of cardboard of which are made cardboard boxes and cartons such as are used for cereal foods, "well, the duty on that is 35 per cent. Now on the finished boxes, scored, printed and all ready for use the Liberals collect exactly the same rate of duty. In other words, the cheap labor of non-union shops in the United States can send the finished job right here to Victoria and the rate of duty those cheap shops will have to pay is exactly the same as we have to pay on the raw material—where is there any justice or protection in that? Under the Conservative government the duty on such printed labels amounted to nearly 50 per cent—a specific duty of so much per pound and so much ad valorem, but you Grits have monkeyed with it so that now while you tax us just as much on the raw material you practically give our market to the cheap labor shop of the United States.

"No, sir; if there is one reason more than another why a man should not be a Liberal it is because he is a union laborer."

Needless to say, the Liberal, who is a prominent business man himself and knows exactly how hollow is the Grit belief in "Canada for Canadians," admitted the justice of the printer's remarks.

And this is but one instance in that particular line of industry that is placed at the mercy of cheap "foreign" labor by the Liberals. Owing to the revision of the tariff by that party the millions of salmon labels that formerly were printed in Canada are now being made by the "sweat" shops of the Eastern states.

TO LEASE KOREAN LANDS.

Harbin, Oct. 17.—It is reported from Seoul that the Japanese minister to Korea is using every effort to induce the Korean government to agree to fifty-year leases of public lands. The move greatly excites the Koreans, who have petitioned the Emperor in opposition to the proposal, but the Japanese have intercepted and withheld the petition.

Steamer Pleiades From Far East

Reports Freight to be Plentiful Along Her Route—A Quiet Voyage.

Renewed Interest in Port Arthur—Scarcity of Water Affects Searchlights.

(From Tuesday's Daily.)

The Northern Pacific Steamship Company's steamer Pleiades, Capt. F. G. Purington, which left Yokohama on September 30, arrived at the outer wharf on Sunday after an uneventful voyage. The Pleiades reports having experienced fine weather until two days prior to her arrival here, when a smart southeaster came up. The Pleiades brought over a large amount of freight, mostly destined for Tacoma. She unloaded a few hundred tons here on Sunday and left for Tacoma yesterday morning. Capt. Purington reports that freight is plentiful and the outlook is good for the future. The Pleiades brought no passengers.

News from the Far East is scarce, and the officers of the Pleiades had little information that has not reached here by wire. There appears to be a renewal of interest in Port Arthur and the water difficulty is being much discussed in Japan, as it is considered to have an important effect upon the ability of the Russians to hold the fortress.

On this subject the Japan Mail has the following:

"The water supply of Port Arthur, concerning which we have heard so much lately, is stated to have its source about three miles from the town at a place where a mountain spring of great purity wells out—such purity that filter beds can be dispensed with and settling ponds alone suffice. The volume is not large, however. When the Japanese captured Port Arthur ten years ago they found this water supply—for it was the same then as it is now—a comparatively scanty affair. It sufficed for drinking and cooking purposes, but could not be much used for bathing. Deprived of it, the Russians in the fortress are reduced to rain water, well water or distilled sea water; sources of very uncertain quantity, especially the last, for in addition to loss of the aqueduct there is scarcity of coal for distillation purposes. Some reports say that being cut off from this source of supply Port Arthur has been thrown into darkness, even the vitally important searchlights being extinguished. The searchlights would depend naturally upon either steam or water power, and failing the latter as well as a sufficiency of coal, they must cease to be efficacious. If that be so, it means that the men-of-war in the harbor now lie almost at the mercy of the Japanese torpedo craft. The reconnaissance in force that we have been hearing of recently may be assumed to have for object the attack of the shins or to lay mines. From an account given by a wounded blue jacket now lying at Saseho, our readers will have perceived that on the 13th inst. the craft employed in one of these reconnaissances suffered severely while attempting to retire from the field of the enemy's searchlights. Kuropatkin's fort, which commands the source of the water supply, was captured at some time between the 10th and the 22nd, and if its capture has extinguished the searchlights, Togo's squadron will find its operations facilitated. But it must be remembered that at the outset of the war an immense supply of coal was stored at Port