the present year nearly
re expended in new buildings
This is more than was ex-
year, and the Tribune says
umber of houses is nearly
his shows that there is great
he residential section. Next
will witness the construc-
ew Post Office and Custom
ich will cost about $75,000.
m the Tribune's pictures, it
fine-looking structure. The
ctoria will be glad to learn of
ty of the Kootenay city.

nto Globe says: "We must
our work of nation-building,
tle Canada idea in the back-
d understand that a man
s for a generous policy for
is not necessarily a political
and a waster of the people's
mere personal or party ob-
his is very good, and we hope
xhibited by the Globe's politi-
in something more than
ut we wish to add that money
in nation-building in the
pay the country as a financial
The federal revenue will
ecouped for every dollar paid
jects for the development of
along legitimate lines.

onto Mail and Empire objects
expenditures in Prince Ed-
d, on the ground that Ontario
e money. This claim is worth
vestigation, for it is often
deed, when the Conservatives
he Liberals made it, and now
Liberals are in, the Conserva-
e it. As a matter of fact, it
ood claim. The place where
d excise are collected in the
rovinces cuts very little figure
ting the relative contributions
provinces to the federal ex-
To ascertain these it would be
to find out what portion of
ble or exciseable goods import-
oduced in the several Eastern
f trade is consumed in each
and this cannot be ascertained.
ple of the Eastern provinces
bout alike—that is the English-
people—in the general standard
, and hence they contribute
qually, man for man, to the

Hence the small amount of
collected in Prince Edward
not a just test of the contribu-
the people of that province to
nion, for they buy large quan-
dutiable goods upon which
ere paid in Halifax, St. John,
l and Toronto. They also buy
of goods manufactured in On-
The case of British Columbia is
, and this is why we refer to
ject. British Columbia imports
lly nothing that is sent East,
purchases in the East consider-
antities of goods upon which
re paid there and for which the
provinces get the credit. In
t to this it imports such quanti-
dutiable goods for home con-
n that it pays into the revenue
imes as much per head of the
ion as any other province.

TERS TO THE ED TOR.

KLONDIKE TRADE.

Now that the fierce fire of discussion
as kindled by the ferry by-law has
and the soldiers' monument mat-
been, I think, happily and nicely
and the hard nut of whether we
in the 19th or 20th century has
id aside for people a hundred years
o crack, and the recurrence of the
as holidays has ushered in the an-
riod of peace and good-will, and the
n elections are over, and our people
said to have been fairly prosperous
the year now drawing to a close:
t be out of place to ask what has
ne or is being done to improve our
lations with the Klondike? Have
ctions been opened with railway or
ion companies for the placing of fast
ect steamships with good passenger
ge freight accommodations on the
r route? Seattle has already mov-
Vancouver is moving. What is Vic-
oing? If there was ever a time in
ory of our fair city when our future
mmercial port hung in the balance,
e is now. Every day is of import-
d value. A heavy responsibility rests
press, our merchants and our pub-
to suggest ways and means and
r to arrive at some understanding
l secure for Victoria a fair share of
siness and traffice of the Northern
ds. However much we may differ
r subjects, there ought to be and
a common ground on which we can
and pull together for the com-
od. Personal and political differ-
hould be set aside or forgotten in
eral effort for commercial advance-
Let the motto be: "Hands all"
or better, swifter and cheaper com-
tion with the Klondike.

D. W. HIGGINS.

e is hereby given that application
made to the Legislative Assembly
Province of British Columbia at its
ession, for an Act to consolidate cer-
lining leases of ground situated in
ound Trond Gulch, Atlin District of
Columbia, and more particularly
as the "Gem," "Lampman," "Will
Wisp," "Enzelhardt," "Gordon,"
n Jack," "Lancashire Lad,"
e," "Pure Gold," "Ida," "Clifford,"
Only Chance," together with other
ng or adjacent properties, that may
er be acquired by the applicants in-
holding with a demise thereor from
own, for a period of 25 years from
al passage of the Act, with a right
wal for a further period of 25 years,
at the water privileges and ease-
now held or hereafter acquired by
plicants, and in particular, the right
rting and using 2,500 miners' inches
4th July Creek, 5,000 miners
from Sunrise Lake and 900 min-
ches from Moose and Elk Lakes, be
mployed and enjoyed as appurtenant
whole or any part of the said hold-
and to confirm to the applicants and
assigns solely, and with all other
necessary or incidental rights, pow-
privileges as may be necessary or
tal or conducive to the attainment of
ove objects or any of them.

HUNTER & OLIVER,
Solicitors for the Applicants.

MALLANDAINE,
ARCHITECT,
M 4, BANK OF B. C. BLDG

Bombardment of Kagosima

August 15 and 16, 1863.

(By Thomas Harman.)

The following interesting reminiscence was read before the Victoria Veterans Association last night by Mr. Thomas Harman, formerly of H. M. S. Euryalus:

The naval action I am about to read to you, I wish you to fully understand is entirely from a personal view of it; and be it remembered, no data at hand to renew remembrance, therefore, it is all from memory; but I think you will all agree with me, that such a scene would be on your memory, as on mine, indelibly imprinted, being scarce more than a boy at the time, 18 years of age.

Statement:—Commissioned H. M. S. Euryalus, 1862; Rear Admiral Sir Augustus Leopold Kuper, C.B.; Flag Secretary, Hemsley H. Shanks; Flag Captain, J. J. S. Josling; Flag Lieutenant, — Roe; Commander, 1863, E. Wilmot; Master, — Parkin; in command of East India and China station from 1862 till 1865, part of both years inclusive.

Having arrived at Hongkong we found that the present Commander-in-Chief Sir James Hope, was at Shanghai and orders for us to immediately join him, to assist the Chinese Imperial troops to dislodge a large contingent of rebels who had taken the city of Kahding and were threatening Shanghai.

We arrived up the river at Shanghai about 6 p.m. At daylight (in October) we landed, or rather embarked in sampans without the slightest preparation for campaign service. Anyhow when we got back we hove down with the cholera and dysentry so bad that 39 was the watch roll-call as we steamed to Hongkong, and the supernumeries from the block ship had to come on board to decently furl our sails and hoist out our sick; we losing about half the finest body of men ever I saw aboard one ship. But as I am not reading of that to-night Mr. Chairman and gentlemen, I will give the signal: weigh anchor for Japan, where it appears a British merchant, while riding in the environs of the city of Yokohama, in company with his daughter had been ruthlessly cut down by a body guard of a prince of Japan, by name Satsuma, who was visiting the imperial heads of Japan at Yedio (now Tokio). I said "heads" for be it known Mr. Chairman and gentlemen, in those days there were two heads in Japan, the one spiritual (Mikado), the other temporal the (Tycoon). On the road this great potentate prince was met by a Mr. Brown and daughter on horseback, they simply reined in allowing the cavalade to pass, gazing, I presume on the grandeur of the pageant show, then momentarily they were assailed by the bodyguard of the prince, the merchant being instantly cut down; but the daughter, owing to the activity of the horse she was riding, knocked over several of the horsemen of the retinue, escaped with her life.

Well, gentlemen, we arrived in Yokohama, and of course, I do not know what was going on during the time that elapsed from our arrival there until the month of August, 1863, arrives, when it is given out very plainly, that as neither the spiritual nor temporal head of Japan could call Satsuma to order, it behoved Great Britain to do it herself, and that at the express wish of the chief heads themselves, and they would glory in it, and I believe did pay for it.

Mr. Chairman and gentlemen, whether they thought Kagosima was one too many for us or not I don't know? but as I read on you will easily understand why it was the wish of the Tycos for us to do the administration of the punishment to their unruly prince.

The available vessels on the Northern or China part of the station were seven, as I best recollect: Euryalus, flagship, frigate, 35 guns; Pearl, corvette, 17 guns; Perseus, corvette, 13 guns; Argus, paddle sloop, 6 guns; Racehorse, despatch boat, 4 guns; Coquette, 4 guns; Havoc, gunboat, 1 gun. It appears, then, after all manner of diplomacy had been resorted to, the force of arms was inevitable, so we (I speak of the Euryalus) having taken on board the British charge d' affaires, Mr. Wade (I think was his name) a secretary and an interpreter, a young beardless fellow then, whose name (Sir Charles G. Satow, the present British minister plenipotentiary at Pekin) the knowledge for which I have to thank none other than our well known head of the public schools, Mr. Paul, who has been intimate with him from boyhood. With the vessels aforementioned we steamed from Yokohama for Kagosima (then spelled with a double oo) on our way we were graduated into the mystery of naval warfare. As it was an entire steaming trip, we prepared our top hamper for casualities, by taking our top-gallant masts down with all the rigging thereto; then with all the running rigging, toggles were seized on, on either side of the block, or lead, so that if shot away they would not unreave and run down on deck and encumber the working of the guns on the upper deck.

All stays and rigging were also served in a like manner by being what is termed snaking, that is, a spare rope is run across—and across, stopped securely at either point; so that if shot away the stays are still held aloft.

We arrived in Kagosima Bay, if my recollection serves me aright, on the Thursday evening, the 13th August, 1863. Soon after arrival a boat came from the town or city with some highly fantastically rigged individuals; but what transpired, I know not.

It must be borne in mind that we had, in getting to Kagosima, come through unsurveyed channels without charts. In one place it was scarce more than twice the width of the ship between points, and only an "old Jap for a pilot," who made the master to fully understand, that the further off shore the deeper water he would get.

Any how shallow water never bothered us.

On steaming into Kagosima Bay, which was the shape of an oblong circle, rising from a low point on our port hand entering, then circling away for about a mile or more, with the background rising with a sharp gradient, increasing toward the upper end of the curve.

The land on the other side seeming to meet at this point, but really only to hide the passage beyond, and circling from that entrance outward from the other shore, making as it were a natural basin of over a mile wide.

The entire point and side hill on the port hand of entrance was the city of Kagosima, said to contain little short of a million Japs at the time of bombardment, having (as we learned since) a large contingent of Jap troops.

The entire foreshore of the town or city, was one continuous line of batteries, of what strength or utility we were only too soon to find out. The other side of the bay was a small island, which had been converted into a heavily armed battery; but which was quickly knocked out as the sequel will show. We steamed round for some time seeking anchorage, but everywhere the depth was great; even close to the shore; and a good job for us, as events will show. About the middle of the bay was a conspicuous looking bamboo house painted target fashion; this, we steamed outside of, making a cursory survey of the long line of batteries on the city, we steamed outside anchoring in some 35 fathoms of water.

After dark a reconnoitering expedition was formed. The commanding officers of the fleet after a long consultation with the Admiral started away in two gallseys, and rounding the point at the extreme head of the bay, into another basin bay; and still further on until they found what they were hunting for, viz.: three steam vessels that were known to have been bought by Satsuma's agents. Having thoroughly located the vessels and the position of each, the officers returned to their respective ships. So Friday 14th dawned as usual. Surmises in galore; but, no surprises; the only thing being the constant to and fro of high toned Japs, whom we hear were more than anxious for the Admiral and staff, charge d' affaires and all, to land for one grand demonstration. But you, nor they, could catch the old man napping that way. Toward evening after the various commanding officers had been in close consultation with the Commander-in-Chief, it was seen that four vessels of the fleet were firing-up, as though bent on a journey, and, sure enough after dark the four in charge of Captain Borlase of the Pearl, steamed out of sight farther onward into the "land of the Chrysanthemum," and when daylight broke sure enough they had returned with three (3) of them, nautically speaking, "married to a partner." The three vessels they had located the night before had been seized as hostages. This was Saturday morning. The vessels had been cut out without bloodshed, the crews making for the shore as soon as they realized the situation.

The weather, bad before, by this time (9 a.m., 15th), had gone from bad to worse, rain and blow something horrid. Anyway, man-of-war routine must be carried out, if the heavens are rent asunder. Holystoned decks, with the extra addition of filling of all the mess washing tubs with water, and placing them on the engine room grating, on the main or fighting deck, as necessary adjuncts in case of fire. Something brewing sure!

The wind holding the ship's stern on to the main batteries, two large hawsers were gotten out aft and secured to the cables outside to enable the ship to be sprung broadside on.

During the forenoon, being "Lamboy," or mizzen-topman, my duty was on the poop, cleaning, etc., with every chance of observing all surroundings. It was early, only too manifest, that something was brewing on shore, and that of not a very peaceful nature, if appearances stood for anything. Mounted officials were plainly seen to ride from battery to battery, and from gun to gun, and when there the gunners would lift the cover of the gun (a kind of bamboo house, like a dog kennel); the official would examine the gun and then ride to the next, and so on.

The Admiral was on the bridge the most of the morning taking it all in. About 10:30 a large Jap boat full of armed Japs (some 60 of them with some big Tyees) came alongside, but not until our marines had had time to rig and play guard of honor, were they allowed to come on board. The Admiral and charge d' affaires and staff retired into the cabin and were there a good time. Whatever was said or done we never knew, more than the whole gang left in a hurry and made helter pelter for the shore.

"Twas getting on for noon now. The vessels still lashed alongside their hostages. The Perseus with her's close in under the guns of the island battery on the opposite side to the town.

"Tis noon or so near to noon, all work about the upper deck appertaining to forenoon watch, about done; the watch on deck had begun to gather on the main deck ready for a dive below for their dinner (salt horse and duff).

Mr. Chairman and gentlemen, many the joke and bet had been made that morning, pro and con, as to whether duff day or pessoupy day would prove the fighting day. Duff day won. The watch below were gathering on the main deck awaiting the whistle to light their pipes. Eight bells—"Pipe to dinner."

A pipe to dinner that never was heard again by a number, and was only partaken of by the men who had had the watch below.

The sound was not out of the bell when a flash—smoke—whiz. Aye, and whizzs innumerable immediately over us! Rat-tat-tat; the sentry beating the drum to quarters, not waiting for the drummer.) All is confusion in a moment!

They have opened fire on us was the cry, as every man in his haste to get to his station seemed inclined to down anyone or anything in his way. 'Twas not many minutes before every gun was loaded, our 100-pounder Armstrong Pivot returning their compliment in an entire steaming trip, we prepared our top hamper for casualities, by taking our top-gallant masts down with all the rigging thereto; then with all the running rigging, toggles were seized on, on either side of the block, or lead, so that if shot away they would not unreave and run down on deck and encumber the working of the guns on the upper deck.

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The anchors being up, the fleet steamed onward to the next bay beyond, clean out of sight of the city, while everything was got ready for a flying engagement. I should explain here, that the nature of the surroundings made this bay almost a perfect calm. To get everything in order took quite a time, during which it was almost comical to snatch the doings of the little gunboat Havoc, just pointing her nose round the point, letting fly with her one solitary gun, and back again under cover.

Everything being ready, I will, Gentlemen, explain my own position, showing how and why I had the opportunity of seeing without any great effort on my part, what I am about to relate. Be it understood that one gun on either side of the main deck (aft), was in the Admiral's quarters; of course, more or less fantastically arranged, but nevertheless still a gun, with a proper crew, etc.

This day as on any other day, among some 500 odd men, there are always some, more or less unfitted for duty, through some slight ailment or other. Well it was decided not to disturb the guns in the cabin, but to fill up vacancies at any of the other guns, with the crew of the cabin gun. Bear in mind there was only one crew to two guns in those days, so if fighting both sides at once, the half crew has to work the gun. Well, Gentlemen, I was one of the cabin gun's crew, and it seemed there was no vacancy for my number at any gun. When, lo a message from above comes to the gunnery lieutenant: "send two men on deck to tend steam drums, or balls," just the same as your storm drums at the Customs house to-day, only circular in shape. These were hoisted at the cross-jack yardarm. Close up meaning "full speed," and lowered accordingly.

Hoare and Harman report to Flag-Lieut. Roe for steam ball service: Hoare starboard; Harman port, are his orders.

Mr. Chairman and gentlemen, standing on the break or fore end of that poop, is like standing on that table: See everything, hear plenty, perhaps know nothing; this then is my detailed position for the next few hours—a whole lifetime on short order. I will explain for your better understanding the Euryalus frigate had had what was called a short poop built on her just prior to this commission, for cabin accommodation, which did not reach as far forward as the mizzen mast by about 8 or 10 feet, thereby still having use of the conning bridge before the mizzen mast, on which bridge (about 3 feet wide) was standing in the order named looking forward. On the left or port hand was Admiral Kuper; next him was Commander Wilmot, then Captain Josling, and on the right the navigating master Parkin. Thus they stood when the order was given "Yard arm the steam drums." "Full speed ahead"; and the fleet following according to seniority, at the same time the signal for close three cables. The little demon was boat bringing up the rear.

Soon we were rounding the point into the Bay of Kagosima. We were expected! And, oh! what a reception. The water fairly churned all round us, and the melodies that were being chanted as all description of shot and shell went over our heads. 'Twas an awakening to war, on my part never to be forgotten.

The wind now howling dead ahead, our speed was not very rapid. Our starboard broadside was brought to bear in quick order and was soon giving account of itself in fine form. I could soon see by the course we were steering, it was plainly evident that it had been arranged to steam close to their batteries, instead of around outside the target beacon I have already mentioned, which it appears was a vertical rock used as a target basis.

Broadside after broadside, from both decks, was the order of the day, and, although something or other aloft was continually being hit, we seemed to be getting off light. The smoke was suffocating as it blew aft, and also hid the shore from those in charge. Our rate of progress was very slow indeed; but not the musical entertainment we were in receipt of. I suppose it was close on an hour from the time of our first broadside, and we were getting on well toward the point, when Captain Josling, holding on to the forward rail of the bridge with his left hand, placed his right hand to his mouth—to hail the main top—asking the top riflemen how the shells were dropping as regards the batteries. The answer came, dropping right into them.

When, oh God! I am as it were blinded, momentarily, but not before I see Captain Josling throw up his other hand, as if to meet something, and then spring upward and backward over the after rail of the bridge. The Commander at the same time throw up his hand and staggered, then to be seized by the Admiral, and eased down to the floor of the bridge.

The one shot or shell had done for both officers, striking the captain full in the forehead as he was looking the fleet, completely demolishing from the centre of forehead to the nape of the neck, leaving the face, with the ears, perfect as a mask. Of course, he fell to the deck. I being immediately near, with others carried him into his wrecked cabin under the poop, then went to the Commander's aid as the Admiral and Secretary Shanks (who had hurried to the Admiral's side) handed him down off the bridge. The right side of his head completely gone; but still breathing, which he did for a minute or two.

The men at the quarter deck battery of 40 pounder Armstrongs seeing all never quavered one instant; drenched with rain and begrimed with smoke, it was seemingly only incentive to work harder. The senior lieutenant being in charge of the quarter deck guns, went, as is his duty, to aid the Admiral, who told him to attend and keep the guns going, he would manage the bridge.

What was going on below all this while? Getting hit as we were on deck? Could it be possible that we had gotten off scott free between decks; no knowledge to be obtained more than seeing a little middy, smoke begrimmed come up and report something to the Admiral, and dive below again. Soon the Admiral found the bridge indicator at the stop, and the ship drifting toward the house-painted target fashion, being evident the captain had stopped the engines. But, we had received no orders to lower the steam balls. Full speed ahead.

Our broadsides had told only too well to suit the Japs, for as we made for the lower bateries toward the point, their fire began to waver and fall off, as we steamed past to give them their quietus; we pouring in broadside after broadside and knocking their guns clean out of kelter. The fleet following up behind finishing up the programme and not getting off scot free.

I remember Admiral Kuper's request to his Flag Lieutenant Roe several times: "How is the fleet?" evidently expecting momentarily to hear of one or the other of them receiving their quietus; but upon being answered "All fighting well": was, or seemed to be, satisfied. The charge d' affaires with his staff being in the cabins under the poop (which were respectively the Captain Commanding and Secretary's, and had been badly wrecked by a shell raking it, but fortunately without loss of life); no doubt felt pretty bad when Captain and Commander were carried in as they were, and I remember well one of the staff—I'm almost positive it was the young interpreter, now Sir C. G. Satow, minister plenipotentiary at Pekin, immediately obtaining water from one of the water jugs and pouring it into poor Wilmot's mouth only to see it intensify the flow of blood from the side of his head. Enough of that.

We have passed the point of entrance (our first entrance) at last, and out of range of fire if any of their guns are being served at all. The fleet, the Pearl leading them—not three cables length astern, but nearer 30 steaming along blazing away, but with little effort on the part of the batteries to stop them, as it was plainly evident our broadsides had been effective; and thanks to the course so boldly and successfully taken by Navigator Parker, which had misled them, through their slight knowledge of the manipulation of the weapons they were using, and which by the way were for the greater part of Russian construction.

"But what about below?" (a whisper begins to spread). "Cease fire" has sounded. Men rush on deck for a breath of fresh air. "What's the news up here?" "What down below?" Both parties too anxious to answer; only too eager to know. Not long, Gentlemen, but we learn; three guns crews hors de combat; one number 4 gun, lacking the captain of the gun (Read), the crew almost in fragments; the two crews on either side wounded or bruised by flying pieces of timber or shell.

It appears that near about the time the fatal shot struck the officers, another and more fatal shell struck the ship in the upper after corner of the port hole of the 4th gun, just as number 3 and 4 were in the port loading; it struck (no doubt, taking number 4 with it) buried itself deep in the timbers and exploded, making such a gateway in the side of the ship, a coach could have been drawn through, scattering destruction on all sides, also scaring the firemen almost out of the stoke hole; large pieces of the shell and timber being blown through the funnel casing down into the stoke hole (or firerooom), and also on top of the boilers; but happily without doing any definite damage and only causing a momentary scare anyhow. Having a chance at last to go below to the main deck (or fighting deck) perhaps will explain it more fully. Can the scene ever be forgotten? Mr. Chairman and gentlemen. I say no! never! The main deck awash with rain water from the upper deck scuppers, also spilt water from the broken and upset washing tubs, and the whole discoloured with human blood, washing backward and forward, nigh on ankle deep, with every roll of the vessel, and a gap truly horrible to look at through the starboard side of the vessel. The wounded had already been taken below, down to the cock-pit, for the medical department treatment; but men were busy gathering fragments of some four or five of their late shipmates that had been blown almost to nincemeat, even the timber ends were impregnated with fragments of human flesh when cut out at Yokohama for repairs. The fleet had silenced what little noise or resistance that had been; the signal was made to anchor in about the same position as the previous night. The wind had dropped in the last half hour to almost a calm.

The town being in one immense blaze, the Admiral signalized for two of the fleet to rig their rocket apparatus, and during the night if any part of the town showed any sign of falling off in its pyratia of blaze, a 12 pounder Hale was rocket was sent in as a reminder to that section that it was imperative to toe the mark and blaze up.

I should also tell, Gentlemen, that the three steamers, already to half a day day burning where they laid at anchor, vied with the city to turn night into day.

"Clear up decks"; 'twas done; then as the boatswain pipes, down, we are all eager to know who are killed, or who wounded. No. 4 gun's crew, either going or gone; those guns' crews 3 and 5 in a terrible plight, some already dead.

I will pass over the scenes of that night, the more especially as I have a mother's letter at the present time in my possession. Yes, Gentlemen, from my boyhood chum's mother; he was a few months younger than I, still one of No. 4's unfortunate crew, but lived till 8.15 p.m., long enough, with perfect sense, and sang froid to say: "Tom, when you write tell mother I was a man, fought like a man, and am content to die like one; there don't cry"; then laid his head back and died. His left arm was smashed above and below the elbow, his left thigh and leg both broken and base of stomach like a shark's mouth—wide open. "Down hammocks," "turn in"; Aye, even to sleep! for after such a day sleep had to come. Awoke up in the morning, clean up the ship a trifle, breakfast; more numbers, short sailmakers busy with their gruesome task preparing for the next scene. 'Tis Sunday morning, clear and calm. Divine service is held without any church paraphernalia as is usual on Sunday. 'Tis over. Up anchor, we steam out into the outer bay—very deep water here—and there, Gentlemen, was a scene enacted that for solemnity is not witnessed twice in any man's life. One funeral service served, not to commit 15 bodies to the earth, but to the depths of the ocean. The Captain and Commander in death as in life—leading the van.

"'Tis over." The band has finished the "Dead March in Saul." The ships (fleet) course alters. Our flag hoisted once again; the dead are buried. "Hands splice the main brace"; the Admiral seeing and feeling the same as the men, struck the right chord, and when the extra allowance had been drank, "Beat to quarters" (the drummer doing it to-day). Never was it more heartily responded to "Revenge!" even if we get a double dose of it. But we did not. We steamed round in front of the still burning town, pouring a few broadsides into their now silenced batteries, destroying anything left standing; turns about and heads out again getting a long shot or two at them with our 40 pounder Armstrongs on the quarter deck. Among the trees away up the hill, where we saw to our sorrow on Saturday, was alive with masked batteries.

We steamed a bay or two away and came to anchor, remaining for a day or two making the ship in condition to proceed to Yokohama, more of our wounded dying. It was learned afterward that over 300 guns of all calibre, were that day directed against our little fleet. The casualties in the remainder of the fleet were very light. Several other of our officers were slightly wounded, but I only remember the name of one, Lieut. A. Jephson, now Captain Sir Alfred Jephson, Knight, retired. Admiral informs me died a month or two ago.

We were struck 39 times during the racket, not counting ropes or rigging.

This, Mr. Chairman, is about the finish of my story, also the finish of the first brush with that unknown quantity, viz: The Jap. What the last will be, or when; Echo says ,when?

The Admiral got the K. to his C. B. Quite a few death promotions; but the balance, "nit."

Mr. Chairman and gentlemen, I omitted to tell you how it was that Read, captain of No. 4 gun, escaped unhurt. He was serving the vent, or to be more fully understood had his thumb on the hoe, stooping down behind the breech of the gun, reaching for his priming wire to prick the cartridge before the rammer is withdrawn, the gun completely covering his body when the shell exploded; he was partially dazed, but not injured. He was out here on H. M. S. Rocket. Also this engagement was the first lesson in good manners taught the Japs; and after the second one at Simonoseki, thirteen months later, of which perchance I may have another opportunity of telling about, they began immediately, what has proven to be the greatest reformation of the century, viz: from almost bare savages to a respected place among nations, and the Gunnery Lieut. of the Euryalus, Mr. Tracy, was to the best of my knowledge, the first instruction officer they had.

In explanation of Captain Kingcomb's nickname of Crookneck, the gallant officer came by it in an amusing if somewhat painful manner. When he was a young man aboard ship, one day a boy suddenly fell from aloft on the officer's head. "Where did you come from?" asked the startled officer.

"From Cork," was the reply.

"Well, you made a quick passage," answered Kingcomb. The accident gave him a permanent twist in his neck that earned him the name "Crookneck."

LOCAL NEWS.

From Friday, December 21, 1900.

High Water.—The water in Shawnigan Lake was reported to be exceptionally high yesterday, being within a few inches of the sawmill boiler.

Sacred Concert.—A fairly large congregation gathered in St. Barnabas' church last evening to hear the service of song. The different numbers were very well rendered.

Fences Down.—On Wednesday night the wind did considerable damage to a number of fences in the city. The Central school fence suffered most, for about 50 feet of it was blown down. The fences of several residences in the neighborhood were also damaged.

Back in Jail.—"Old" Shakespeare is back in the city lock-up, having left the Old Men's Home in the same abrupt manner as marked his departure from the Jubilee hospital. The old man is demented, and has to be cared for.

Patients' Christmas. — The annual Christmas donations of all kinds will be thankfully received at the Jubilee Hospital, or if interested donors will kindly drop a postal card to Mr. Robert Jenkinson, the house steward, he will send to any address named and gladly take charge of any gift.

Received a Shock.—While at work in the city electric light station, Walter Wrigglesworth, lamp trimmer, received a severe shock by touching a live wire. He was unable to loosen his hold until he fell and his weight tore his hands loose. His hands were badly burned.

Death's Hand.—Mr. Charles M. S. Christie, aged 39 years, died at the residence of his brother, No. 109 North Chatham street, last evening. He was a native of York county, New Brunswick, where he leaves two brothers and one sister, also two brothers here. Deceased was a member of Pacific Lodge I. O. O. F., Vancouver. The funeral is arranged for Sunday afternoon, and will be under the auspices of the I. O. O. F.

Another New Industry.—Following close on the news that cement works are to be established at Sidney, comes news of the proposed building of lime kilns near Parsons bridge, by a recently formed company, consisting of Messrs. Price Bros., John Day and several others. An abundance of good material has been found there, and the promoters of the new enterprise expect to build up quite a large business.

Practical Lesson.—Yesterday morning the pupils of the first division of the South Park school made a very pleasant visit to the British-America Soap and Paint Works. The scholars were escorted through the works by the companies' employees, who explained how the soap was made and showed the visitors every detail of the work.

New Telephone Company.—Notice is given by Messrs. Robertson and Robertson that they will apply at the next session of the legislature for an act to incorporate a electric light and telephone company to operate in the electoral districts of Victoria City, Esquimalt, North and South Victoria. No information is forthcoming of the new company, other than the fact that reliable men are at the back of the enterprise.

Taken Over.—The government inspector of boilers, and the inspector for the city in charge of the work, having certified that the contract for the installation of the pumping plant at the North Dairy station, had been completed in a satisfactory manner, the same was formally accepted by the mayor and aldermen on behalf of the city yesterday afternoon, and the final payment ordered to be made to the Albion Iron Works company, the contractors for the work.

Christopher-Peter.—A quiet home wedding was celebrated last evening at 101 Gorge Road, when Mr. D. B. Christopher was united in marriage with Miss Dora B. Peter, formerly of Fifeshire, Scotland. Rev. W. Leslie Clay was the officiating clergyman, and Mr. Edward and Miss Daisy Christopher, brother and sister of the groom, acted as groomsman and bridesmaid respectively. A goodly array of handsome presents attested the popularity of the young couple, who will make their home on Turner avenue.

Supreme Court Chambers. — Only a couple of applications came up in chambers yesterday morning. Of these, one for final judgment in the case of Strickland vs. K. & T. Co., had another adjournment added to the many that it has already enjoyed. The other was an application made by Mr. Schultz for letters of administration for the estate of the late Henry Rudge. The application was granted.

Want Wages Increased.—Chief Langley has received a petition from the members of his force, asking that representations be made to the proper authorities for an increase in salary. In 1895 the salaries of the policemen were cut with the understanding when good times returned they would be restored. The police believe they are now justified in asking that they be paid as before the reduction. At that time the salaries of the sergeants were reduced from $90 to $80; detectives from $75 to $70 and constables from $70 to $62.50. The salary of the chief was also cut. At present Victoria pays her policemen less than is paid in the neighboring cities.

Pupils' "At Home."—The pupils of the High school gave an "At Home" in the Pemberton gymnasium last evening. The gymnasium was very prettily decorated with flags and evergreens, and photographs of distinguished British generals adorned the walls. A large number of parents and friends of the pupils were present, and a very enjoyable evening was spent. On the platform were Hon. A. E. Smith, United States consul, and E. B. Paul, M. A., the principal of the High school. A very good programme was given as follows: Piano solo, Mr. Fred Wood; recitation, Mr. F. Finch-Smiles; piano solo, Miss A. Redfern; song, Mr. E. H. Russell; piano solo, Miss. N. Wilson; recitation, Miss M. Tully; song, Miss L Nute; piano solo, Miss B. Roberts; violin solo, Miss G. Shrapnell; song, Mr. E. H. Russell. Refreshments were served during the evening. The pupils will attend school this morning for the last time this year, when the promotion lists will be read.

Christmas Donations.—The following donations for Christmas distribution are already thankfully acknowledged by the Christmas committee of the Friendly Help and will be distributed on Saturday. The society gave a substantial dinner to between 50 and 60 families last year, and are desirous of assisting as many this year in a like manner. About $100 has been received in cash. Names of donars to appear later, and new clothing from St. John's Guild. Childrens' donations: K. and E. Andrew, L. P. and D. Nicholles, W. Andrew, A. Elaine McMicking, Gladys Hocking, Norman Hocking, F. and O. Vincent, Flossie Murry, Elsie Joule. St. John's Guild: Miss Rich, Mrs. Goepel, Mrs. C. Todd, Mrs. B. Gordon, Mrs. W. Andrew, Mrs. McMicking, Mrs. G. Powell, Mrs. J. Foreman, Miss E. Woods, Mrs. Templeman, Mrs. Vincent, Mrs. G. Murry, Ben. Bishop Close, Jameson Bros., groceries. The rooms will be open all day Friday and Saturday to receive and distribute donations. The smallest will be thankfully received and prudently distributed.

Growing Business.—Mr. C. G. Wonder of Vancouver, arrived over from Seattle last night and is registered at the New England. Mr. Wonder has had a good deal to do with the condensed milk trade of the province, and when asked by a reporter whether Kootenay took a car lot a week of this sort of lacteal, as was lately said at the recent meeting of the Central Farmers' Institute, to be a fact, he smiled incredulously. The trade, he said, was not nearly so large as that, but its size made it an important one. The Yukon country, too, demanded a great deal of this as well as of other sorts of canned goods, a great deal more of which should be forwarded both from Victoria and Vancouver. The freight rates, however, were the obstacle. Whether the C. P. R. or the American roads carried the goods west it did not matter. Seattle got 20 cents advantage on the freight rate per hundred, and so her merchants were able to occupy more than their share of the field.

Christmas Entertainment of Santa Claus came to the children of Calvary Baptist church last night. The children, their parents and friends gathered in the church, where a well decorated Christmas tree had been placed, and to wile away the time pending the arrival of Santa Clause, who from time to time sent telegrams to them to tell them of his journey, a programme was given, which was as follows: Chorus by the school; recitations by L. Brook Vaio, Jenny Kelly, Clyde Rodgers, Winnie Beckwith, Howard McNeil, Pearl Lance, Ray McNeil, Clifford Johns, Willie Hackett, Chas. Phipps, Hans Jepson and Harold Beck; solos by Bessie Ledingham, Hazel Morrison and Jenny Beatty, a dialogue by ten children of the school trios, quartettes and choruses by the boys and girls, the last being a parody on "Marching Through Georgia," "Santa Claus is Coming." When this had been given, Santa Claus came and gave candies and presents to the children Addresses were also made by Rev. Messrs. Vichert and McEwen.

United Service.—The Ministerial association has arranged for a "Century Dawn Service," which will be held in St. Andrew's Presbyterian church, this building being as central and convenient as any. The Rev. Leslie Clay will preside. The Right Rev. Bishop Bridge, D. D., Rev. J. F. Vickert, M. A., Rev. R. S. Rowe, Rev. David Reid and Rev. D. MacRae will take part in the exercises. The order of the service, which is being printed in extenso, is now in the press. It will be largely responsive, the scripture passages being taken alternately by the congregation. It includes the apostles creed and Lord's prayer. Jackson's Te Deum has been selected by the committee as one of the musical items. The hymns are all well known, with familiar tunes Ushers will be selected from the different churches, and these gentlemen will also take up the offertory, which is for the Protestant Orphanage. The various choir masters are asked to kindly make it convenient to meet in St. Andrew's church on Friday, December 28th with as many members of their respective choirs as is possible, in order to practice together the Te Deum. All who have copies are asked to bring them. The order of service will be distributed in the church next Sunday. All the ministers of the association will be present, and a large gathering is confidently expected. The street cars will probably run late by special arrangement.

Girls' Drill.—The girls of the Central school competed yesterday for a trophy presented by Lieut.-Col. Gregory. Owing to the unfavorable weather the drill took place in the old drill shed. This was unfortunate, for there was not much space for marching, and this is one of the best features of the girls' drill. There were seven companies in the competition, commanded by the following young ladies: No. 1 company, Miss Shanks; No. 2 company, Miss Lena Marks; No. 3 company, Miss McB. Smith; No. 4 company, Miss Buckett; No. 5 company, Miss E. Woodill; No. 6 company, Miss Florence Royds; No. 7 company, Miss Morley. All the companies drilled surprisingly well, and the judge, Major Ross Monro, had no easy task to decide upon the winner. When the drill was finished Major Monro announced that Companies No. 2 and No. 7 were tied and that they would have to go through the drill once more. When this was done, Major Monro announced No. 2 the winner. Lieut.-Col. Gregory then addressed the young ladies. He read the marks for each company, which were out of a possible 65: No. 1, 55; No. 2, 61; No. 3, 58; No. 4, 55; No. 5, 57; No. 6, 58; No. 7, 61. He then complimented the captains of the different companies, and explained how they should give the different words of command. He was surprised to find how good the drill was; the young ladies had drilled better than he had often seen his regiment drill. Mr. St. Clair, the school instructor, deserves great credit for the pains he has taken to teach the girls. The different commands were promptly obeyed and the manner in which the companies drilled shows thorough training.

From Saturday, Dec. 22.

Again Remanded.—The case of Perkins vs. Lovell, which arises out of the alleged seizure of some pigs, was again remanded yesterday in the provincial police court.

Death of Maud Morrisey.—