General News of The Waterfront

A Busy Day With the Liners Out at the Ocean Dock.

The Spokane In Port With a Big List of Alaskan Tourists.

(From Friday's Daily.)

The Spokane, the excursion steamer of the Pacific Coast Steamship Company, reached port yesterday afternoon with a full complement of excursionists, mostly tourists from the Eastern States and Eastern Canada, bound to the points of interest on the Northern coast. The Spokane is carrying all the passengers she can accommodate this season, full complements being already booked for the next two trips. On her last trip north, while steaming toward Muir glacier, the steamer struck ice and dented a number of her plates, as well as damaging a number of her frames. The steamer remained at the outer dock until 9 o'clock last night, allowing the excursionists a stay of five hours in this city. Now they are bound to the North, where the totems and Indian bands, glaciers and old trading posts offer scope for their kodaks.

Capt. James Carroll was on the bridge of the Spokane, and it is likely that he will remain on the excursion steamer's bridge all season. Capt. Carroll was on steamers coming and going from Victoria to Alaska before Seattle was in existence. He said recently:

"I do not remember just the year of my first visit to Seattle as a steamboat master, but I do remember that about the only object to confront me when I did take a steamer into this port was a sawmill located where Yesler way ends at the present time. All along what is now Seattle's water front the forest stretched, extending back for miles from the water's edge, with only a little clearing here and there to show where some settler, or, as was more generally the case, the employees of some logging camp, had erected a cabin.

"This condition of affairs continued to exist for several years, until after a while the place commenced to grow. It was a long time, however, before the majority of people took Seattle seriously, and I, as well as many others, overlooked the opportunity of my life to assure future possession of a fortune."

Some years after Capt. Carroll became master of the California, Ben Holiday sold out to Goodall, Perkins & Co., this firm's holdings later becoming absorbed by the Pacific Coast Steamship Company.

After acting as master of several steamers of this company's fleet, Capt. Carroll took command of the Queen and was master of her for ten years, taking her to Alaska as an excursion steamer nearly every summer of that time. It was while acting in this capacity that Capt. Carroll made the hundreds of friends which he possesses throughout the Eastern states, and established the reputation of being one of the most genial as well as one of the most capable masters on the Pacific Coast.

It is probable that he will remain in command of the Spokane for the entire excursion season this year, at the end of which, according to his own statement, he will once again return to the comforts and enjoyment of a life ashore.

FIRST FROM NOME.

Senator Brings First News From the Arctic—Winter Was Good One.

Steamer Senator, first of the steamers to leave the Sound for Cape Nome, is the first to return, eight days from the Arctic port, with 16 passengers and $400,000 in gold. Capt. Lloyd, master of the Senator, stated that from all accounts the past winter at Nome has been one of the most prosperous in the history of the camp. The winter has been mild, there have been no fires or sickness of any serious nature, and the miners have nearly all secured good results from their winter's work. Captain Lloyd states that the steamers Oregon, Ohio, Victoria and Olympia, all of which are on their way home, are bringing large consignments of gold, and that the entire clean-up of Nome and vicinity for the season will approximate $2,500,000. The Senator will sail North again tomorrow afternoon.

THE SAN FRANCISCO STEAMERS.

Queen Brings Two Tourist Parties—Umatilla Lands Chinese Freight.

Steamer Queen, which reached port early yesterday morning, brought a large complement of passengers, including two large tourist parties from California, which spent yesterday in the city and sailed last night for Alaska on the excursion steamer Spokane. The Queen, after discharging her local freight, left at 6 a. m. for Puget Sound ports.

Steamer Umatilla, which came from the Sound yesterday afternoon, loaded 175 tons of Chinese and Japanese merchandise ex the China Mutual liner Ning Chow, at the outer wharf. The Umatilla sailed for San Francisco at 8 p. m. She embarked the following passengers at this port: Mrs. A. P. Briggs and children, Tillman Briggs, R. N. Bode and wife, Mrs. P. H. Rae, J. A. Millmore and James Hardy

CRUISER FALKE COMING.

Small German Cruiser Will Shortly Pay a Visit to Esquimalt.

The German cruiser Falke is on her way from San Diego to Esquimalt, via San Francisco and Portland. The German cruiser had just left San Diego, and will make stays at the Golden Gate and in the Columbia river, so that her officers and men may visit the Portland fair before coming to Esquimalt. The Falke is a rather small warship, 246 feet long, 30 feet in breadth and 15 feet deep. Her tonnage is 1,743, and she has a speed of 15 knots. The armament consists of nine 4-inch rapid-fire guns, six 1½-inch Hotchkiss guns, and three machine rifles. On board the Falke is a complement of 163 men. The principal officers are: Commander, Captain Behcke; commander-general, Bendmann; lieutenants, Ginor, Glup, Schroctor, Assmann and Calleson; surgeon, Griffe; paymaster, Lippman; and chief engineer, Marse.

THE SEALERS.

Sealing schooner Ainoka, another of the schooners of the Victoria Sealing Company, leaves for the West Coast this morning to ship her Indian crew for the Behring Sea cruise. Several other schooners are being made ready, it being expected that fifteen vessels—twelve belonging to the company and three to independent owners—will go to Behring Sea. Edward Friedlander, the member of the crew of the sealing schooner Carmencita who was arrested at San Francisco on arrival from Stockton by United States secret officers, has been taken to Alameda, to be held in the jail there pending the capture of McLean. The San Francisco Examiner says: Friedlander was put ashore from the Carmencita in Portland, Oregon, several months ago. He has lost his right arm, and it is alleged the member was injured while on shipboard in the Northern waters, and that the sealing schooner touched at the Northern city to allow Friedlander medical attendance. When questioned in reference to this he refused either to affirm or deny the accusation. He admitted that he was brought to Portland by McLean and remained there until two weeks ago, when he came to San Francisco.

HONOLULU REINSURED.

Schooner Overdue From Shanghai Has Reinsurance at 60 Per cent.

An addition to the overdue list at the Merchants Exchange was the American schooner Honolulu, now out 86 days from Shanghai for Puget Sound, and quoted at 60 per cent. for reinsurance. The vessel has already nearly used twice the time usually occupied in a sailing passage to this coast. The Honolulu left Shanghai on March 25 last, and anchored off Woosung, a few miles distant, the same day, clearing thence on March 26. A letter received some time ago from the captain reported that he had taken aboard 250 tons of stone ballast at Shanghai. That was the last heard of the Honolulu. Speculators were not particularly interested in the vessel.

AN INTERNATIONAL POSTAGE STAMP.

Dun's Review.

The proposition made recently by the chamber of commerce at Hamburg that the governments forming the International Postal Union should agree upon and issue a series of international stamps good for foreign postage in any country belonging to that organization merits the favorable attention of postal authorities and business men the world over. The practical difficulties in the way of carrying out such a plan do not appear to be serious, nor is it probable that action by congresses, parliaments or other legislative bodies will be required to put it into operation. A mutual agreement between the different post office departments will suffice, it is believed, to at least give such a plan a trial. The advantages of an international stamp to business men engaged in foreign trade are so numerous and so great as hardly to require enumeration. As a medium for prepaying postage for reply in cases where it is undesirable to request the recipient of a letter to pay such such reply himself, as a means of making trifling remittances, and in a number of other ways, such a stamp would be useful. Every business man in any part of the world, who feels that this plan will benefit him, should induce his local chamber of commerce or board of trade to urge its endorsement upon the post office officials of his country.

No Foreigners Need Apply

Japanese Order all Other Firms Then Those of Japan to Leave Port Arthur.

Foreign Business Houses Are to Leave Captured Port Within Forty Days.

Chefoo, June 22.—Reliable information states that previous to the battle in the Japan Sea the Japanese commandant at Port Arthur notified the manager for Kunst & Albers, the most prominent mercantile house in Port Arthur, that in case the Japanese won the expected naval engagement he must be prepared to close up the business and leave Port Arthur. As soon as the result of the battle became known all foreigners at Port Arthur were officially informed to prepare to depart and to remove their merchandise within forty days. The Japanese officials gave no explanation of this action.

Kunst & Albers applied to their head office at Hamburg to intercede for an extension of time. Failing to obtain this, the manager prepared to depart for Shanghai to make arrangements for the shipment of his goods. He notified the Japanese authorities that he would soon return, but was informed that he could not return, as foreigners would not be allowed to enter Port Arthur. The manager had to leave an attorney to represent him, and then departed to arrange transportation.

The manager of Sietas, Block & Co., who have large interests in Port Arthur, states that he will not comply with the order to remove his merchandise. He states that the Japanese informed him that only Japanese steamers will be allowed to transfer property affected by the order. Sietas, Block & Co. have large interests at Port Arthur.

The order affects four German houses, Clarkson & Co., an American house, and several French and German firms. The Japanese since the surrender of Port Arthur have purchased but little from the firms mentioned, and all have large stocks of goods still in their warehouses.

Clarkson & Co., the American firm forbidden to do business in Port Arthur, represented the Boston Steamship Company in that city and Vladivostok, and handled practically all the American flour shipped into Port Arthur prior to the outbreak of hostilities between Russia and Japan. The firm handled the flour shipments of the Centennial mills of Seattle made to both Port Arthur and Vladivostok.

Clarkson himself is a former Portland, Ore., man, but has been engaged in business in the Orient for several years. Shipping men claim that his was not the only American firm in Port Arthur, though it was the most influential and the heaviest patron of American exporters.

The order of deportation will not affect Clarkson at present, for he is not in Port Arthur and has not been there for more than a year. About the time the Japanese began the siege of Port Arthur Clarkson closed his house in that city and moved to Vladivostok. He has been doing business from that port ever since.

It is believed the Japanese suspicions that Clarkson's sympathies were with the Russian army were more than guesswork. Shipping interests know that Clarkson, both before and since the war began, was selling large bills of supplies to the Russian army. He dealt in general merchandise from both his Russian house, but supplying foodstuffs to the army was his principal business.

When the Japanese blockading fleet made shipments to Port Arthur impossible, Clarkson secured supplies from other points and shipped them to the interior. It is believed that he ran several cargoes into Port Arthur, but that is something that cannot be verified. All his operations were directed from Vladivostok.

Clarkson claims now to be one of the heaviest creditors of the Russian government in the Far East. His affairs in Port Arthur are in a badly tangled condition, and the order forbidding him to do business would hardly have affected him much were he still in that port. His first efforts will have to be directed to clearing up his accounts with the Russian government.

It is understood Clarkson is a creditor of the Russian government for more than $1,000,000. The Russo-Chinese Bank is involved in the transactions and is one of Clarkson's debtors. Clarkson has been trying to close up his accounts with the Russians, but has been unable to get a settlement. It was recently stated by him to business associates that he would be unable to effect a settlement until the war is ended. Then the negotiations may have to be conducted with St. Petersburg direct.

Flames Add to Horrors of Wreck

Debris of the Twentieth Century Flyer Takes Fire Burning Unfortunates.

Destruction Wrought by Terrific Momentum of a Mile a Minute.

Cleveland, O., June 22.—Nineteen dead and a dozen slightly injured tonight comprise the revised list of casualties made by the wrecking last night at Mentor, Ohio, of the eastbound Twentieth Century Limited, the Lake Shore railroad's 18-hour train, which ran into an open switch, crushed the Mentor depot and partly burned it up, scorching several of the mangled corpses. The Twentieth Century Limited, according to announcement from New York, will hereafter run on a 20-hour schedule, although none of the railway officials ascribe the wreck to excessive speed. It is still maintained by railroad officials that the switch was thrown open and locked and the switch light extinguished by some person, either a maniac or some one seeking revenge. It is still unknown to the police who this person is. A careful examination of the switch today showed that it was in perfect condition. Detectives are working on the case. Trainmen are of the opnion that the engineer of the Twentieth Century was deceived by the light of a switch just beyond the open switch, the light of which is said to have been out.

W. H. Marshall, general manager of the Lake Shore, says the speed of the train was not a contributary cause to the wreck. He said that other Lake Shore trains travel through Mentor at a speed equal to that attained by the Twentieth Century last night, which was not, Mr. Marshall said, above 60 miles an hour at Mentor.

Coroner York, of Lake county, announced this evening that an inquest would begin next Monday in Painesville.

A Boy at the Switch

William Usher, ticket agent of the Nickel Plate road, and James Barnes, of Willoughby, reached the wreck twenty minutes after it occurred. On the way to the wreck they met a boy carrying a lantern. The boy said that he had been down to shut the switch. The men went on to the wreck and found the switch open and locked. The men are of the opinion that the boy thought there was a freight ahead of the Twentieth Century and opened the switch to let it through to take a siding.

E. S. Storrs, the general superintendent of the Lake Shore, said the clue would be investigated tomorrow, although he is inclined to doubt the story that a boy had possession of a key and could turn the switch.

Hurled to Its Doom

Traveling at the rate of more than a mile a minute, the heavy train was hurled to its doom with a momentum that was appaling. The scene of the accident was at the Mentor depot. The switch that caused the trouble is located about 130 yards west of the depot. As the heavy engine struck the switch it left the track and swung violently to the left; for a distance of twenty yards the engine ran on the rails, and then leaping from the track, turned on its side just to the east of the depot. The momentum was such that the heavy tender was hurled entirely over the engine and was buried in the depot. The combination car was hurled with terrible violence on top of the engine and tender, and in a moment was enveloped in flames from the engine.

The Chicago sleeper, which was immediately behind the combination car, swung from the track, and crashing into the depot was completely buried in the wreck of the building. The violence of the crash was such that the depot crashed on top of the wrecked coach.

The hapless passengers in this coach were crushed and maimed in the wreck, and completely buried in the collapse of the structure.

The next sleeper following left the track and the other remained upright on the rails.

An instant after the crash of the wreck, the boiler of the engine burst, scattering fire and steam through the wreck in a manner that made escape for the imprisoned passengers impossible.

The wrecked combination car, which had landed crushed and splintered on top of the engine, was at once enveloped in blinding flames and scalding steam. The cries of the imprisoned passengers were heard from above the awful roar, but they were beyond all human aid, and the car became a pyre for a number of human beings.

A score or more physicians from Cleveland, Collingwood, Ashtabula and other points proceeded to the wreck at the request of the Lake Shore officials. After the physicians had treated the injured, the latter were placed aboard a special train and brought to this city, where they were hurried in waiting ambulances to the several hospitals.

Officials of the road started informal investigation immediately on their arrival. They could not understand why or how the train could be derailed at the switch, which is provided with every known safeguard and was previously inspected prior to the passing of the train. While there is no reason known why anyone should tamper with the switch, the officials don't believe the accident could have taken place with the switch properly set and in position.

List of the Dead

The following is a revised list of the dead: C. H. Wellman, general manager of the Wellman, Seaver, Morgan Engineer Company, of this city; Thomas R. Morgan, of the same company, burned to death; Archibald P. Head, London, Eng., a prominent English steel manufacturer; John R. Bennett, patent attorney, New York city, burned to death; A. L. Rogers, Platt Iron Co., New York, died at hospital; H. H. Wright, a traveling man, Chicago, died at the hospital; William B. Mickey, address unknown; F. J. Brandt, Toledo, died at hospital; S. C. Beckwith, New York city, advertising agent, died at hospital; J. H. Gibson, Chicago, traveling man; B. W. Walters, Hamburg, N. J., baggagemaster; Allen Tyler, engineer, Collingwood, crushed under engine; J. A. Bartley, Akron, died at hospital; Henry T. Rinz, New York, barber on buffet car; H. C. Mechling, manager Wheeling Corrugating Co., New York; seven unidentified dead, one of whom is supposed to be Arthur L. Johnson, of Cleveland.

Official Report

Chicago, June 22.—Vice-President W. C. Brown of the New York Central lines, in an official report of the wreck telegraphed to President Newman at New York, says that the operator at Mentor observed the switch lights a short time before the Twentieth Century Limited appeared. The report adds:

"The operator says that the switch lights were white and the switches were properly set for the main track. He then returned to the office. If this is correct, between that time and the time No. 26 headed on the sidetrack, someone threw the switch for the sidetrack and locked it in that position.

"The conductor of No. 26 immediately examined the switches and called the attention of General Passenger Agent W. W. Lynch of the Big Four, who was on the train, to the fact that it was set and locked for the sidetrack and the light extinguished.

"The switch is not damaged, and worked perfectly after the accident.

"Everything possible is being done to locate the party who misplaced the switch."

New York, June 22.—President Newman of the New York Central and Lake Shore railways said today that the twenty-hour schedule for the Twentieth Century train on the New York Central Lake Shore will be restored at once in place of the eighteen-hour schedule, on which the train had been running for only a few days.

THE MALINS CASE.

Particulars of Charges Against New Westminster's Deputy Registrar.

The New Westminster correspondent of the Vancouver News-Advertiser gives the following particulars of the charges preferred against E. O. Malins, late deputy registrar at the Royal City:

"The charge preferred by the government is that of fraudulently issuing naturalization papers.

"Mr. N. J. Larsen, proprietor of the grocery store on Front street, where Malins issued several of the bogus certificates, states that the deputy registrar asked his permission to take the affidavits of the intendifg British subjects in his store, giving the reason that he (Malins) was doing this to save the fishermen a trip to the court house. Mr. Larsen did not at first suspect any irregularity in the practice, but later he was afraid that something was wrong, so he asked a Columbia street merchant if Malins had power to take the oaths of men wishing to become British subjects. On being informed that Deputy Registrar Malins had power to do so, Mr. Larsen thought no more of the matter, especially as the affidavits had been taken in one or two other stores. Mr. Larsen states that the men who received the bogus certificates, for which they paid $5 each, will take action to recover the money which they have lost."

EQUITABLE REVELATIONS.

Large Salaries Paid to Officials Who Didn't Hold Office.

New York, June 22.—August Belmont, president of the Inter-Borough Rapid Transit Company, has tendered his resignation as a director of the Equitable Society in favor of former President Grover Cleveland, of the new board of Equitable trustees, to take effect if the trustees will accept. They have not yet done so, although it was tendered several days ago.

Attention was directed to the fact that the Equitable officers mentioned in the report of Superintendent of Insurance Hendrick as drawing salaries for the last five years, are no longer connected with the company. Charles E. W. Lambert appears in the report as medical director with a salary of $25,000 a year. He died 13 months ago and yet, according to the table his salary was paid this year and last.

Edward Curtis, who figures as a medical director at $15,000 a year, resigned that position eighteen months ago.

H. Squire, who is now a director of the company, is down on the list as financial manager at $12,000 a year, although H. Rogers Winthrop succeeded Mr. Squire as finanical manager many months ago. J. B. Loring is recorded as a registrar, with a salary of $3,500 a year. Mr. Loring ceased to perform the active duties of the registrarship in April, 1903.

Officers of the society today said that possibly Mr. Hendricks had got hold of an old list.

District Attorney Jerome today received a telegram from Superintendent of Insurance Hendricks, stating that an official copy of the report on the Equitable Life Assurance Society had been forwarded as requested. The telegram said the report would reach New York tomorrow.

ARMY STORES SCANDAL.

London, June 22.—It is said here that Lieut.-General Sir Neville Gerald Lyttleton, chief of the general staff and first military member of the army council, has resigned as the result of the South African army stores scandal. General Lyttleton took over the command of forces in South Africa at the close of the war and it is alleged that under his regime Lord Kitchener's system of checking contracts was allowed to drop.

PRUDENCE.

Dick Tate—Miss Short—Isabel—you have been in my office for two years now, and I have learned to love you better every day. Will you be my wife?

Isabel Short—Oh! Mr. Tate, is it fair to ask me to give up a steady position for an uncertainty?—Brooklyn Life.

Hyades Was at Scene of Battle

Steamed Into Tsushima Straits on Same Morning as did the Russian Fleet.

Ship's Company Heard Cannonading and Saw Prisoners Arrive When at Moji.

Steamer Hyades of the Boston Tugboat Co., which reached port Thursday from the Orient, was in the Tsushima straits in the battle area on the morning of May 27th, when the battle of the Sea of Japan opened. The Russian squadron was signted at 5 in the morning by auxiliary cruisers off Quelpart. Three hours later the Hyades steamed into the Straits past the island of Quelpart on her way from Hongkong to Moji. The Hyades was then intercepted at 8 a. m. on May 27th, by the Japanese auxiliary cruiser Shinano Maru, formerly one of the N. Y. K. liners which brought freight and passengers to this port. Officers came from the Japanese cruiser in a launch, the name being painted over on both the launch and the cruiser, but the tracings of the name Shimano Maru were still visible. The Japanese officers asked Capt Wright to produce his papers and manifests, which were examined and then the Japanese returned to the Shinano. They either had not been informed that the other auxiliary cruisers had sighted the Russians three hours previously or were not willing to impart the information to the officers of the Hyades, for they said in conversation with the Hyades officers that the Russian fleet was expected in the straits at any time and a battle was expected shortly. The battle commenced at noon that day. When the Hyades was lying at Moji that evening the sound of heavy cannonading was heard at frequent intervals, the reverberations breaking windows and rattling every pane of glass in Moji. All that night the cannonading was heard and next morning reports began to arrive of the battle. The first rumors current were that the Japanese had sustained a defeat and the squadron of Rojestvensky had broken through to Vladivostok, but later in the day two torpedo boats with the rising sun flag flying astern, came into Moji, past where the Hyades lay at anchor, towing a small boat flying a blue-crossed Russian flag, and with fifty prisoners of war on board. Then the tale was told—the people of Moji quickly learned that the Russian fleet had been annihilated. Hour after hour more torpedo boats came, one bringing Rojestvensky and his staff as prisoners. The tale of victory grew and it was remarkable how calmly the news was received.

It was learned at Moji from prisoners brought in by the Japanese that the commander-in-chief and staff of officers of the late Baltic squadron did not believe that Togo was waiting for the ships in Tsushima Straits. This was due largely to imperfect reconnoitering on the part of the scout boats, which were hindered by the fog. One opinion is that the Russian admiral concluded the main force of the Japanese fleet was in Formosa channel, either from erroneous intelligence received or from his own judgment. The fact that the admiral was accompanied by unarmed transports, and advanced straight through the Tsushima Straits not in battle formation, supports the view that he was totally decided in the location of the enemy. Up to the very moment of the opening of the fighting on the morning of the 27th, the Russian squadron was steaming in double line, with the Korea, Subir, and other transports, as if making an ordinary voyage. The Russians were unable to form in line of battle until the fighting between the main forces had commenced.

The Russians are known to be indifferent gunners, and their fire was not to be specially feared. In the recent battle they fired continuously without intermission until the morning of the 28th, when their ammunition became exhausted, but failed to do much damage. In fact, the surrender of Admiral Nebogatoff may be attributed to his lack of ammunition. The effect of the Russian fire was very small in comparison with the great amount of ammunition expended. Very few of the destroyers and torpedo boats, which fought very near to the Russians, were struck. The Russian defeat, therefore, can be ascribed in part to the fact that they wasted their ammunition.

On the other side, it is pointed out, the range of the Japanese ships was so accurate that the commander-in-chief and other commanders were quite satisfied with the gunnery, and the principle that a battleship cannot be sunk by gun fire seems to have been exploded by the recent battle. Some of the Russian battleships were sunk by the heavy guns, and not only by the torpedo. Most of the weaker vessels, whose armor was not very thick, were also sunk by gun fire. Torpedo attacks, however, were very effective, and while the operations of destroyers and torpedo boats were much interfered with on the 27th up to sunset, on account of the high seas, by night the seas calmed down, and they rendered brilliant service. Admiral Togo and the officers generally are said to attribute their victory in the present battle to the accidental shortcomings of the Russians beforementioned, and they are, therefore, in no way unduly elated with their success.

Another steamer which was in the neighborhood of the great sea battle was the British steamer Vennacher, bound from Otaru, Japan, to Hankow. Her officers knew nothing of the fighting in the Tsushima straits, and as the vessel approached Tsushima in the darkness of early morning on May 27, she was signalled from the island: "You are running into danger." The captain immediately consulted his chart, and could not see that he was out of his course, so he thought it must be a mistake and continued his voyage. But he was rudely interrupted by hearing a shot fired and suddenly seeing a Japanese destroyer, which apparently came from nowhere, whizzing around him at full speed, on which he thought it better to wait for daylight. When the dawn broke he could see nothing, so he quietly continued his voyage, and passed right through the Tsushima Straits without seeing anything of the battle, of which he only got the news at Woosung.

RUSSIA'S POPULAR ASSEMBLY.

St. Petersburg, June 22.—The Novoe Vremya today announces definitely that the powers of the new popular assembly, which will be composed of 500 members, elected for five years, will be co-equal with those of the council of the empire, and that all legislation to become law must pass both houses and receive the Emperor's approval. Other features given agree with the information already cabled to the Associated Press. Representatives of the press will be admitted to the assembly, but reports must be censored before publication. In addition there will be a regular official proceeding like the congressional record.

HOCH GETS REPRIEVE.

Chicago "Bluebeard" Allowed Further Time for Appeal.

Springfield, June 22.—Governor Deneen this afternoon granted Johann Hoch a reprieve until July 28, in order that the case may be taken to a supreme court justice for a writ of supercedeas.

THE TITLE OF ESQUIRE.

It may be just as well, says "Marquis de Fontenoy," writing in the New York Tribune, to explain the full meaning of this word "esquire." Strictly speaking, it is a nobiliary title, a fact which will doubtless astonish many people in this country, who, while professing a truly republican contempt for such distinctions, make a constant and daily use of the term. It is the English equivalent for the German "edler," with the particle "von"; of the French "gentilhomme," with the particle "de"; of the Spanish "hidalgo"; and of the Portugese "fidalgo."

In reality only a limited number of people have a legal right thereto. They may be divided into two classes—those who are "esquires" by virtue of inheritance and those who are "esquires" ex-officio. The latter comprise duly ordained divines of the Church of England, judges, deputy lieutenants of counties, commissioned officers of the navy, members of the bar, and, until now, all commissioned officers of the army, those including, of course, the subaltern of the militia, the yeomanry and the volunteers, three bodies of which form part and parcel of the British army. Of course, those who are "esquires" ex-officio cannot transmit the dignity to their children, who have therefore no legal right to the title. The other "esquires" whose rank as such is hereditary, are either persons who have received from the crown a grant of armorial bearings—not a mere concession from the College of Heralds—or who are the lineal male descendants "legally begotten of the original grantee of the coat-of-arms, such as, for instance, Mr. George Scrope, of Danby, whose lineal ancestor in 1389 was able to prove in an English court of law that his nobility was far superior to that of the Grosvenors, although he himself remains "George Scrope, Esq.," while the present chief of the Grosvenors bears the title of Duke of Westminster.

The late Sir Bernard Burke, who was perhaps the greatest heraldic authority of the nineteenth century, was wont to declare that "peers, baronets and the esquires entitled by inheritance to armorial bearings, constitute the nobility of Great Britain and Ireland." Physicians, professors, bankers, merchants, manufacturers, lawyers, etc., are none of them entitled to the addition of the word "esquire" to their names, but are usually accorded this designation in ordinary social intercourse, though not in any official or legal communications.

Canada's first tin plate manufacturing plant is shortly to be established at Morristburg, Ont. New York capitalists, headed by Messrs. J. W. Allison and G. H. Meldrum, have taken over the Canadian Tin Plate & Sheet Metal Company organized some time ago, and a new company has been formed, capitalized at $1,500,000. The steel works at Sydney will supply the necessary steel in the form of bars, which will be rolled and coated with tin, after the process now in vogue in Wales and the United States.

How Nebogatoff's Fleet Surrendered

Circumstances of the Transfer of Fighting Ships From Russians to Captors.

Horrible Scenes on the Orel—Japanese Paper Says Loans Were Secured Falsely.

Officers of the steamer Hyades, which spent yesterday at the outer dock discharging cargo, told an interesting story of the circumstances attending the surrender of Admiral Nebogatoff and his ships. With regard to the surrender of Nebogatoff's squadron, when the Russians signalled proposing surrender, the Japanese flagship signalled back assent. Admiral Togo then despatched Captain Yashiro, of the Asama, as a messenger to the Russian flagship, Nicolai I. The Japanese messenger met Rear Admiral Nebogatoff on the way and they came together to the Japanese flagship Mikasa. The surrender was completed in the presence of Admiral Togo. Japanese commissioners were then despatched to the four Russian ships and the Japanese naval flags were hoisted above the Russian colors.

The conditions on the Orel before the surrender were terrible. Of the 900 odd members of the crew more than 300 were killed and wounded. When the latter began to strew the decks of the vessel their screams of agony began to interfere with the discipline on board, gunners and others becoming unfit for anything like efficient service. Realizing that the demoralization of the crew might lead to grave possibilities, the Orel's commander gave orders to throw overboard more than 140 of the seriously wounded.

The work was carried out principally by petty officers and no mercy was shown. Men were picked up and cast into the sea like so much useless ballast. Many of them tried to resist the order and were either cut or shot down. Panic in the meantime had seized the remainder of the crew and discipline on the ship practically ceased to be maintained. Seeing the fate of their injured mates, two of the gun crews mutinied and refused to remain at their task. Several petty officers also refused to carry out the orders of their superiors and it looked as if the disaffection would spell disaster even if the boat escaped the Japanese shells.

Surviving officers of the surrendered battleship said the scenes that preceded the capture of the battleship were indescribable, the sea being dotted with wounded men struggling to keep afloat. At least twenty of these men consigned to the waves managed to either reach shore by clinging to wreckage or remain afloat until they were made prisoners by the Japanese, indicating that the carrying out of the order must have been as indiscriminate as it was harsh.

According to advices received by the Hyades, the Japan Chronicle has editorially taken the naval staff severely to task for its tardiness in divulging news of the sinking of the battleship Yashima, the cruiser Takasago, the destroyers Akatsuki and Hayadori and the gunboats Oshima and Atago during the fatal months of May and December of last year. The Chronicle impugns the good faith of the navy staff upon the grounds that since the publication of the disastrous losses would have had a market effect upon the flotation of a foreign loan, at that time being negotiated, that body deliberately compromised the financial integrity of Japan by allowing the loan to be sold on false pretences. The Kobe paper further states its belief that now the accuracy of reports concerning the progress of the war must henceforth be open to a very sceptical reception and it fears that "now that the confidence felt in these reports—reports published by consulates and legations with a view to influencing public opinion—has received so rude a shock, the resulting loss to Japan's credit may well be weighed against the immediate gain secured by the policy adopted."

NEW TOWNSITE.

Seeing the approaching necessity for increased room for building purposes in the progressive little town of Duncans, a few of the more sagacious among the business men of the place formed themselves into a syndicate with this end in view. Purchasing quite a large tract of land along the northern boundary of the present townsite, and lying alongside of the E. & N. railway track on the easterly side, have had the plot surveyed and divided up into town lots, which are now placed on the market at prices ranging according to importance of position, from $75 to $150 and $200 each. The avenues run parallel with the railway and are two lots deep, divided by a lane between them running parallel with the avenues, the block being divided by cross streets.

The new townsite is most beautifully situated, and the most likely point for the location of the junction of the proposed new branch to Alberni through the beautiful Cowichan lake valley, which in itself is one of the most beautiful and attractive localities on Vancouver island. While the lakes abound with fine trout, the angler's joy, the surrounding hills and mountains swarm with game of all kinds, and with its considerable area of fertile lands should prove a very important factor for the construction of the branch at as early a date as possible.

Sales of lots in the new townsite are progressing very satisfactorily and the promoters anticipate that in the near future the property will very considerably enhance in value.

Mr. J. H. Whittome, of Duncans, B. C., is handling the sale of the property for the syndicate in the town of Duncans, while Messrs. Pemberton & Son are performing the same function in the city of Victoria. The advertisement for the syndicate will be found elsewhere in this paper and will speak for itself.

TIDE TABLE.

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Victoria, B. C., June, 1905.

Date.	Time	Ht	Time.	Ht.	Time	Ht	Time.	Ht.
	h. m.	ft.	h. m.	ft.	h. m.	ft.	h. m.	ft.
1	0:33	8.1	8:30	2.0	16:53	6.4	19:33	6.2
2	0:57	8.2	9:00	1.4	17:34	6.7	20:09	6.5
3	1:19	8.3	9:33	1.0	18:16	6.9	20:48	6.8
4	1:40	8.4	10:10	0.7	19:12	7.1	21:20	7.0
5	2:02	8.4	10:51	0.6	20:15	7.3	22:03	7.2
6	2:28	8.3	11:36	0.6	20:58	7.5	23:14	7.3
7	3:02	8.0	12:24	0.9	21:06	7.5	.....	.....
8	0:55	7.2	3:45	7.5	13:11	1.3	21:18	7.6
9	2:22	6.7	4:48	6.0	13:56	1.9	21:38	7.7
10	3:40	6.0	5:36	6.1	14:41	2.7	22:03	7.8
11	4:40	5.0	9:00	5.5	15:29	3.5	22:31	8.0
12	5:40	4.0	11:29	5.4	16:20	4.4	23:00	8.2
13	6:30	2.9	13:35	5.6	17:13	5.2	23:28	8.5
14	7:14	1.9	15:16	6.2	18:08	5.8	23:55	8.8
15	7:55	1.1	16:22	6.7	19:03	6.4	.....	.....
16	0:24	8.9	8:35	0.4	17:18	7.1	19:56	6.8
17	0:54	9.0	9:14	0.1	18:10	7.4	20:47	7.1
18	1:27	8.9	9:53	0.0	18:57	7.5	21:37	7.2
19	1:57	8.6	10:34	0.2	19:40	7.6	22:33	7.3
20	2:25	8.1	11:16	0.7	20:16	7.6	23:56	7.2
21	2:52	7.5	11:59	1.3	20:40	7.7	.....	.....
22	1:50	6.8	3:15	6.9	12:40	2.0	20:54	7.7
23	.....	.....	.....	.....	13:20	2.8	21:06	7.7
24	.....	.....	.....	.....	13:58	3.5	21:28	7.8
25	6:54	4.6	9:26	4.8	14:30	4.2	21:55	7.8
26	6:43	4.1	.....	.....	.....	.....	22:26	7.9
27	6:50	3.5	.....	.....	.....	.....	22:52	8.0
28	7:06	2.8	.....	.....	.....	.....	23:21	8.1
29	7:32	2.2	.....	.....	.....	.....	23:49	8.3
30	8:02	1.6	.....	.....	.....	.....	.....	.....

The time used is Pacific standard for the 120th meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The height is in feet and tenths of a foot.

Esquimalt (at Dry Dock).—From observations during six months, May to October, compared with simultaneous observations confined at Victoria by Mr. F. N. Denison.

For time of high water add 15 minutes to high water at Victoria.

FRUIT TREES, PLANTS, BULBS

The Best Nursery Stock at the Lowest Prices

NOTICE OUR GREAT BARGAIN OFFER

The best nursery stock at reasonable prices is our motto. Our trees are free from insect pests and diseases. We retail at wholesale prices.

If you expect to plant a large orchard or only a few trees and plants, it will pay you to send us a list of your wants for special prices. When you buy of us you get strong, vigorous, hardy trees, true to name, at the lowest possible prices.

To introduce our superior stock to many new customers, we make the following remarkable bargain offer. Order now before the trees are all sold. We will hold stock until you desire shipment made, or will send at once, whichever you prefer.

Offer No. 1.—For one dollar and twenty-five cents we will send the trees and plants named below:

10 peach trees, two each of the following varieties, which are the very best of the new varieties: Carmen, Fitzgerald, Kalamazoo, New Prolific and Greensboro, all hardy and prolific, but if preferred we will send eight apple or pear trees, buyer's selection of variety, in place of the ten peach trees. 2 Climax plum, the wonderful new Japanese plum, largest and best, full crops every year. 2 early Richmond cherry, five trees, best variety. 12 Dunlap strawberry plants, the best variety among all the new strawberries, immensely productive, finest quality.

All the above, fourteen trees and twelve plants, all for one dollar and twenty-five cents. Satisfaction guaranteed. Order before it is too late. Remember, for one dollar and twenty-five cents we send you the twelve plants and fourteen trees. Order now. If you are not satisfied with the trees when you receive them, we will return the money sent for them.

Offer No. 2—For twenty-five cents we will send, prepaid, one dozen Mammoth Gladioli bulbs from our wonderful collection, embracing every color and kind known, and many new seedlings never sold before. Bulbs equal of this collection have never been sold for less than fifty cents to one dollar per dozen, but for this short time we make this special offer of one dozen Mammoth Gladioli bulbs of this rare collection for twenty-five cents. Order now before our supply is exhausted. If the blooms from these bulbs do not surpass anything you have grown before in the way of Gladioli, we will return the money sent us and you keep the bulbs.

Offer No. 3—All the above varieties are the very best to be had anywhere and both orders should be accepted at once by all who want the best fruits and finest flowers, but to make it so liber