Kuropatkin's Difficulty

If Oyama Fails to Prevent Retreat to Tieh-Ling Battle Fought in Vain.

Desperate Efforts Being Made by Japanese to Make Result as at Sedan.

Will Kuropatkin reach Tieh-ling? The solution of this question determines whether the battle is a Sedan or a Liaoyang, a crushing blow or a negative victory. The great circle of fire and steel which is threatening Kuropatkin is of over sixty miles' circumference, and whether the line is of such strength that it can contain the defeated army until Oyama deals the crushing blow is to be determined. If it is, the battle is a Sedan which must end the war, for though Russia will not be less proud-spirited than France, the inevitable must be accepted; if the line does not prevent Kuropatkin from reaching Tieh-ling, where strongly defensible positions are provided, the tremendous loss of life, the expense and liberal manner in which Nippon Denji has watered the snow with his blood, are all vain. The victory will be as barren as that of Liaoyang.

All that Oyama will gain, other than the heavy spoils—for the Japanese will secure large numbers of siege guns that were permanently placed, stores, ammunitions, and, if prisoners are taken, many prisoners—will be the territory fom which Kuropatkin has been driven: 60 miles of Manchuria. When the great battle began, the Russian centre was centred on the Shakhe, on some hills, with blood-strewn Putiloff (Lone Tree) hill as the central position, fifteen miles south of Mukden. The Japanese position fronting this army was similar to that at Liaoyang, other than for the fact that Nogi and his Port Arthur army, strengthened by reserves fresh from Japan, was added to Oku's left, and it may be shown that another army, not mentioned heretofore, was also operating in the centre. Oku and Nodzu held the centre and Kuroki the right, as at Liaoyang.

Oyama's guns, aided by the heavy mortars which created such terror at Port Arthur because of their fearful penetrating power, battered the centre, and assault after assault was thrown against the centre, while Kuroki was hurled with a sweeping movement against the left, and Nogi against the right, by way of Hsinmintun. The flanking movement on Kuropatkin's right was not anticipated; he had been devoting his attention to holding Kuroki and maintaining his centre against the strenuous attacks of Oku and Nodzu. Then Nogi was thrown against his right, and the retreat threatened. Despatches reported the scouts of Nogi and Kuroki coming together in the Russian rear; yesterday Sakharoff reported an attack on his "north front during last night" (Wednesday); Tokio reports the line cut north of Mukden. Other despatches have spoken of the semi-isolation of the Russian wings; all tend to show that the sixty-mile line which Oyama is throwing about Kuropatkin is fighting desperately to prevent him extricating him army and reaching Tieh-ling. Without doubt the Japanese have succeeded in wrecking the railway between Mukden and Tieh-ling, and the retreat must be over the Chinese roads and the military railway built from the Fushan coal mines.

With Kuropatkin's army crushed at Tieh-ling, the Japanese hold Manchuria; they have probably ended the war. But, were Rojestvensky a Nelson, things might be different. Despatches say he has left Madagascar for the Red Sea, homeward; if he could crush Togo, which certainly does not seem probable in view of the showing of the Russian navy to date, victory could still be plucked from defeat by Russia. With the command of the sea wrested from Japan, the battles that have been fought would be useless, the lives lost in vain, the hundreds of millions spent in war munitions all to no purpose. With a Russian fleet holding the sea, the armies of Japan would be as futile as an electric light globe with the wire that brought the current severed; on the other hand the railway would bring reinforcements from Russia to fight anew. But—Rojestvensky is not a Nelson.

STRIKE IN NEW YORK.

International Union Orders Men Back to Work on Inter-borough Lines.

New York, March 9.—The most interesting developments in the subway and elevated railway strike situation in New York today was the stand taken by some of the national labor leaders in repudiating the action of the local leaders, who ordered and are conducting the strike.

The first intimation the public had that the strike was not endorsed by the national unions came in a statement from Grand Chief Warden S. Stone of the brotherhood of locomotive engineers, to which the motormen belong. Mr. Stone insisted that the strike was a violation of the laws of the national union, the men having broken their contract with the Inter-borough Company. He ordered the men to report for duty, failing which expulsion from the organization is threatened.

Local Union Will Not Obey.

Harry Johnson, secretary of the local union of the locomotive engineers, in an interview says the men would not go back to work until they had won every point, the local union having sufficient money to carry on the strike without aid from the national union. So far, he said, none of the strikers had deserted, while dozens of the strike-breakers had quit and had been sent home by the local union.

Notwithstanding the efforts of local leaders, there were indications around strike headquarters that at least some of the men were ready to give up the fight against the company. Those who from the start were opposed to the strike find in the action of the natoinal leaders an excellent excuse to return to their posts. Early tonight several of the old subway motormen were found in charge of their regular trains and admitted that they had taken Mr. Stone's advice.

Subway Service Perfect.

The service in the subway tonight was almost perfect, the local trains were run during the rush hours on schedule time, while the express trains maintained a three-minute headway. At no time was there anything resembling a congestion, the usual homegoing crowds being handled without a single accident. On the elevated lines the service was not so good, this, however, being due to the fact that the company had decided to first perfect the running of trains in the subway. Tomorrow they expect to bring the elevated service up to the regular standard. Mr. Stone left for Cleveland tonight, saying: "The strike is virtually over. We have accomplished our mission and are going home well satisfied."

Police Called Out.

Seventy policemen, detailed to duty around and in the subway barns at 145th street and Lennox avenue, were notified by a police roundsman in charge shortly after midnight that the strikers intended to try to stop all trains on the subway and elevated roads at 1 o'clock, and that they intended doing as much damage by violence at that hour as they could. Two hundred strikers assembled at the corner of 143rd street and Lennox avenue shortly before 1 o'clock Friday morning.

Police reserves were sent to the Inter-borough Company's station at 143rd street and Third avenue, the Bronx, in response to hurried appeals sent through police headquarters from the Inter-borough Company's watchman at that place.

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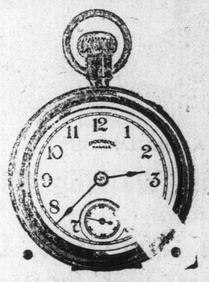

WATCHES

Don't make a mistake.—These watches are not toys and every one carries the guarantee and reputation of the R. H. Ingersoll & Bro. of New York, than whom there are no better watch makers in the world.

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Send in four yearly subscribers and get one of these very handsome little watches.

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VICTORIA, B. C.

News Notes Of The Dominion

Recruiting For Esquimalt Garrison Commences in the East.

Prisoner Condemned to Life Imprisonment Commits Suicide.

Montreal, March 9.—Men are being recruited in Moncton and Quebec for government garrison service at Esquimalt, B. C. Between fifty aud one hundred will be enlisted.

Thre Rivers, Que., March 9.—Percy Slater, a native of England, who in his youth came out from England as an apprentice of the Hudson's Bay Co., and was for many years at their post at Weymontechene, on the headwaters of the St. Maurice river, had been found dead in his barn at Grand Anse, north of here, with wounds on his head which suggest foul play. Some years ago he purchased a farm at Grand Anse, and has resided on it with his wife ever since.

New Brunswick House

Fredericton, N. B., March 9.—The provincial legislature opened this afternoon with more than usual ceremony. Governor Snowball appeared in his Windsor uniform and was attended by military guards of honor from the 71st York regiment of infantry. The opening of the house was accompanied by a salute fired by the field battery of Newcastle, N. B. The speech from the throne stated the local government is considering the advisability of directing the attention of the federal government to the necessity of making some provision to prevent representation of the province in the federal parliament from being still further reduced, as further census may show a proportion reduction in population as compared with western provinces.

Prisoner Commits Suicide

Brantford, Ont., March 9.—Found guilty of assault upon nine-year-old Irene Cole, and having been sentenced to life imprisonment and seventy-five lashes, Joseph Kennedy avoided his punishment by committing suicide in his cell in the jail here shortly before 8 o'clock this morning. A guard was placed over him last night, but left this morning when breakfast was served in jail. When found he had made a successful attempt to commit suicide by hanging, a bed spring being used for the purpose. Kennedy was tried for murder last spring, but an alibi was established and he was acquitted. The chief witness in his favor was a man named Drummond, who later was convicted of perjury at Kennedy's trial. After acquittal, Kennedy disappeared until a few months ago, when he turned up in Toronto and figured in the police court for assault. He was sentenced to five years in the penitentiary. Application was made at once by the Brantford authorities to have the case opened on a different charge, and the attorney general granted the request. The trial was completed yesterday before Justice Teetzel.

Winnipeg Wirings

Winnipeg, Man., March 9.—Rev. D. E. D. McLaren, general secretary for home missions of the Presbyterian church, left for the East on the afternoon train yesterday, after making a trip through to the Pacific coast. In British Columbia he attended the half yearly meeting of the home mission committee of the synod of British Columbia and Alberta, and in Winnipeg attended the meeting of the corresponding committee of the synod of Manitoba and the Northwest Territories. Speaking of the general advancement of the West, Dr. McLaren stated that the church was finding it necessary to open as many new fields this year as last for the purpose of providing settlers with religious services.

A marked advance is also noticeable in all the churches, many of the mission stations passing to the status of augmented churches becoming self-sustaining. The gifts also of the Western churches for home mission work had been very large. The contribution for the entire church for this purpose had also been exceptional, the church supplying more than enough money to meet all the extra demands made by the rapid expansion of the past few years in the West.

At Edmonton, King, a trapper, who killed a companion and burned his remains in a camp fire in Athabasca district, was sentenced to be hanged this morning at Fort Saskatchewan on May 2.

The bank clearings for the week ending today were $5,475,590; 1904, $4,487,243; 1903, $4,082,785.

ROSEBERY ON HOME RULE.

Wise Statesmen Should Beware of Curse of Dual Government.

London, March 9.—The question of home rule for Ireland was the principal feature of the speech of Lord Rosebery before the City of London Liberal Club tonight. His Lordship said that while the Liberal party sympathized with Ireland and was willing to proceed along the lines of the administrative reform, "there is one thing to which no wise statesman ever will expose the country, namely, the curse of a dual government. We have sufficient warnings in the example of Norway and Sweden and Austria and Hungary to avoid the peril of having the vulture gnawing at our very vitals."

Lord Rosebery said that after British ships had been ordered from Port Arthur by Russia and sent to Venezuela at the request of Germany, Britons had little further humiliation to expect at the hands of a Liberal government. If a Liberal government were called upon to renew the Anglo-Japanese alliance, he had little doubt that it would sign gladly.

SNYDER LIBELS OLYMPIA.

Chief Engineer Seeks Recompense for Injuries Sustained in Accident.

Samuel Snyder, formerly chief engineer of the Northwestern Steamship Company's steamer Olympia, has filed a libel against that craft in the United States federal court. The libel asks for three months' wages at $150 a month, $2 a day as sustenance from the time of his leaving the hospital until he is able to again go to work and $65 for doctor's bills. Snyder recently had his license revoked by the marine inspectors because they believed him to blame for the accident to the Olympia which caused the injuries for which he now wants recompense.

Island Railway A Big Factor

Grand Trunk Official Makes an Announcement at Board of Trade Meeting.

Road to North End an Important Link in Proposed Big System.

(From Friday's Daily.)

Yesterday evening's regular monthly meeting of the board of trade was a more than usually interesting and important one—this for the reason that F. W. Morse, vice-president and general manager of the Grand Trunk Pacific, was present and addressed the meeting, and that the report of the special committee on pilotage matters was passed after considerable discussion.

A particularly interesting statement from the standpoint of Victorians was made by Mr. Morse. He appreciated, he said, the value of a connection by an all-Island road, connection Victoria with Hardy bay at the north end, and urged those present to endeavor to arrange that when such a line was constructed by government aid or otherwise that running privileges be allowed the Grand Trunk Pacific or other competing roads. Mr. Morse also said in this connection that his company fully appreciated the necessity of getting in touch with southern traffic, and it would be planned to connect Port Simpson or whatever might be the Pacific terminal point, with southern ports in an expeditious fashion.

A copy of a petition respecting the desirability of establishing an experimental farm was read, the same being forwarded to the board from Somenos. It was asked that the board assist the movement by resolution.

On motion of D. R. Ker, seconded by A. St. G Flint, the movement for an experimental farm was heartily endorsed.

Tht next question taken up was the question of pilotage. George Carter chairman of the committee which prepared the report respecting pilotage matters, criticized a letter appearing in the Times, in which fees charged the Minnesota at San Francisco were mentioned. Mr. Carter showed that the pilots at San Francisco had a monopoly. He could say that Mr. E. Crow Baker had not been consulted in the matter at all, and the various data obtained was gleaned from public documents, which were accessible to everybody. He moved the adoption of the report. This was seconded by Mr. Wilson.

C. H. Lugrin always had felt that compulsory pilotage was inimical to the interests of the port. Respecting the position of the pilots, however, he could say after having an interview with the pilots, he was of the opinion that a misapprehension existed as to the remuneration of pilots. Their average annual earnings were a little over $1,600. The report of the committee said 1100 vessels entered this port last year. The pilots said this was an exceedingly misleading statement—as in this 1100 there were included all the vessels arriving in Victoria—those from the Sound and Vancouver. They (the pilots) actually boarded one-third of the number.

At this stage, F. W. Morse, vice-president and general manager of the Grand Trunk Pacific Railway Co., was introduced; and the secretary in this connection read the following report:

Gentlemen—We, your committee on railways and public works, respectfully desire to call the council's attention to the following, namely:

That whereas the C. P. R. having purchased the E. & N. railway, we believe it is now Victoria's opportunity to put forth every effort to induce the said C. P. R. Co. to immediately extend the line to the north end of the Island, believing that if such could be brought about, it would bring to the residents of the Island a measure of prosperity such as we have been looking for for many years past, as by prior railway construction on the Island capital that would otherwise find investment on the Mainland, would be directed into business channels and investment on this Island.

And whereas we believe it further advisable to get other centres of population on the Island to co-operate with us in urging upon the said railway company to apply to the present legislature for any necessary legislation which may be required; and furthermore, we would suggest that the Board of Trade and City Council unite in doing all in their power to bring about a consummation of said undertaking.

Mr. Morse was pleased to be able to say that perhaps after the Canadian Pacific had been helped adequately, a helping hand would be left for the Grand Trunk Pacific. The question of a northern terminus had not yet been settled, but he could say without any breach of confidence that the southern portion of the province must be served. The business to be done, and now being done at points south of Port Simpson, was large and must be attended to. Respecting the acquirement of the E. & N. by the C. P. R., he could say he hoped that perhaps an arrangement might be made with the proper parties as to running privileges over the road from the north end of the Island. Respecting the early construction at the Pacific coast end, Mr. Morse said it was considered advisable to build from the east to the west, all supplies and material being arranged for in respect to transportation. It was realized that British Columbia would benefit very materially if construction were commenced from the coast towards the east. If a land grant were given, the company would no doubt remodel its plans; and should a land grant be given, the land would be held for sale on the same terms as by the government.

The chairman thanked Mr. Morse for his address and assured him of the sympathy of the board and the people of Victoria in his company's aspirations.

C. H. Lugrin took occasion to speak of the resources of Vancouver Island, and on this point asserted that he had heard it stated that the Island possessed nothing which would warrant opening up by railways. This latter view Mr. Lugrin combatted very strongly, entering into figures to show the magnitude of Vancouver Island. He thought it was a time when all petty differences should be sunk, and a united effort made to assist those endeavoring to arrange a scheme for the development of the province on a comprehensive plan.

On the debate on pilotage matters being resumed, the case for continuation of the present system was argued by C. H. Lugrin and H. Bullen. The latter urged that a fuller investigation be made before any memorial be forwarded to Ottawa.

Simon Leiser also spoke to the same effect and moved, seconded by Mr. Bullen, that the report be referred back to the committee for reconsideration.

The amendment was lost on being put to a vote, and the motion to adopt the report carried.

SPERM WHALING STOPPED.

Whalers Will Now Chase Only Right and Bowhead Whales in the North.

There is to be no more sperm whaling out of the port of San Francisco. The industry which has flourished for the past 50 years is to be abandoned and in future all whalemen out of San Francisco will hunt for right whales and bowheads only. The reason for this determination on the part of the whalers lies in the fact that the low price of sperm oil does not warrant a continuation of blubber hunting.

For the past five decades whaling barks have been departing yearly from the California port to hunt for sperm whales in the South Seas and off the coast of Japan. The sperm oil was brought to port and marketed. This year the fleet of erstwhile sperm whalers will cruise off the Siberian coast and will hunt only for the leviathans that produce bone and right whale oil.

The fleet of sperm whalers includes the barks Alice Knowles, Gayhead, California, John and Winthrop and Andrew Hicks. None of these vessels will call at Hakodate as in former years. Instead, they will put in at Bashanty bay on the Siberian coast and at Kodiak, Alaska. The little gasoline schooner Monterey is to call at Kodiak and the Gotama at Bashanty bay.

DETAIN JAPANESE OFFICIAL.

Commissioner to Study Jurisprudence Refused Landing—Has Trachoma.

San Francisco, March 8.—R. Hayashi is commissioned by the government of Japan to study the jurisprudence of England and Germany, and he carries his credentials in his pocket. But the weight of the commissioner's official position is not sufficient to compel the lowering of the bars of the immigration laws, and so the Japanese government official finds himself and his wife entangled in the meshes of the law and detained as prisoners on board the Pacific Mail steamer Mongolia.

Commissioner Hayashi and his wife arrived here on Saturday from the Orient on the Mongolia. They were cabin passengers and expected to land without trouble. But the examining surgeon of the immigration service decreed otherwise. The wealth and position of Hayashi were insufficient to carry him over the barriers of the law, for it was found that the little brown eyes of the little brown man and his wife were afflicted with the Oriental disease known as tracoma. So the couple must remain on board the steamer until their eyes get better or the officials relent.

On board the Mongolia yesterday Hayashi expressed the hope that he would soon be permitted to land and resume his trip to England. He showed his credentials and stated that he expected to be landed today. In speaking of his mission to England, he said:

"I have been commissioned by my government to go to England and Germany and study the legal procedure in vogue in both countries. I am also going to study international law and make a special study of court procedure in the two countries. I shall make a report of my investigations to the Japanese government.

"My wife is the daughter of one of the wealthiest and most prominent merchants of Osaka, and will accompany me in my visits to both countries."

A COLORED BACKSLIDER.

African Missionary Forsakes the Faith and Becomes Chief of His Tribe.

Huntington, Ind., March 9.—The executive committee of the missionary board of the United Brethren of Christ has dropped from the rolls of the church Daniel Flickenger Wilberforce, a native African who was brought to the United States as a child, and after being educated was returned by the board to his old home tribe as a missionary. It is charged by the board that after a service of twenty-five years as a missionary, the negro minister has been lured back to heathenism, has become chief of his old tribe of devil-worshippers, and has contracted plural marriages in the wilds of Africa.

CIVIC IMPROVEMENTS.

There is every indication that Victoria will be visited by an unusually large number of tourists during the coming season, and suggestion has been made that with the approach of spring, the civic authorities should prepare for their reception.

While the natural charms of the city, its situation and surroundings constitute its chiefest attraction, it is pointed out that there is room for some improvement within the city itself.

Perhaps something might be done to advantage in the way of scouring the sidewalks, which in places are infested with unsightly nuisances, to the great inconvenience of pedestrianism. In the streets and yards also opportunities abound for improvement in the way of cleaning up for appearance sake.

But it is in the centre of the city that particular efforts should be made. There are places susceptible to improvement through the use of a little paint, particularly in the appearance of the older buildings on the main thoroughfares.

In this connection the corporation authorities might be looked to for an example. And some time ago it seems they did essay to demonstrate to citizens some of the virtues of paint and kalsomine. Tenders were actually called looking to certain improvements along these lines in the corporation shacks on Yates street a short distance from the Carnegie library. But unhappily the project failed to materialize. The tenders were never let. Perhaps this commendable enterprise might be carried to successful fruition during the coming spring.

A dingy and dirty building spoils appearances, even if there is only one here and there. Among respectable fronts it shows up like a smirch of soot on a face. Other beauties are offset by the ungainly blemish. As admiration of a beautiful facial appearance is painfully interrupted by a spot on the nose, so the attractiveness of a whole street line may be painfully disturbed by one little shack or a dingy house front.

The mayor and corporation are requested to take note.

ADVERTISING IN CAIRO.

Food and Cooking.

Mahommed Ben Ali Yusuf begs to announce to Nobility and Cairo Smart Set that he has opened high class restaurant shop at No. 3 Sharia Mamakh Muski. Everything A1 and dam cheap. Prices quite wonderful. N.B.—Delectable music and dancing ladies every evening.

Along The Waterfront

Duty Has Been Paid by Purchasers of Esquimalt Torpedo Boats.

Sperm Whaling Stopped — The Whalers Will Seek Bowheads and Right Whales.

Both of the purchasers of the torpedo boats which were sold by the Imperial authorities have paid duty, amounting to 25 per cent. of the amount of their purchase money. Collector Newbury levied duty on the vessels because it was given as the intention of the purchasers that they would break up the craft and use the material. Mr. Wallace, the Vancouver shipbuilder who purchased torpedo boat No. 40, is said to have paid $1,750 for the vessel, and after paying duty, is stated to have resold the vessel in a short space for $2,500, thus earning a profit of nearly $500 in a brief space. It is the intention of the new purchaser to break up the vessel. Mr. Sayer of New Westminster, who purchased torpedo boat No. 39, intends to endeavor to use the vessel for towing purposes in the Fraser river, and if the vessel be found unfit for this service, he will break her up and use the engines in another vessel.

The use to which one of the tenderers for the purchase of the torpedo craft intended to put them, had his offer for both been accepted, was unique. He planned to construct a catamaran with the two boats, building a bridge between the two and fastening a house with passenger accommodation on this bridge. The strangely-constructed vessel was to be used in carrying passengers in sheltered waters. Whether such a scheme would have been efficacious is considered questionable.

The two craft had good engines, and although old vessels—they were built nearly a score of years ago—were in good condition. They cost $40,000 when built. The vessels were built by the Thorneycroft yards for the Chilian government, and reverted to the builders, who resold them to the British navy.

ABDUCTED FILIPINO GIRLS.

Oregon Shipmaster Steals Three Dusky Belles of Philippines and Is Fined.

Advices have just been received from Manila telling of the exploits of Judge Adolph Wislezenus, formerly a police court judge of St. Louis, and now a justice on the island of Cebu, who in January last personally pursued and captured an American commercial vessel that was leaving with three Filipino girls forcibly detained on board, rescued the girls and fined the captain 2,500 pesos.

The vessel was the United States barkentine Chehalis, owned and commanded by P. M. Simpson, of Oregon.

When the barkentine cleared from Cebu the cry was raised that three Filipino girls had been carried away. A cutter overhauled the Chehalis, but the girls could not be found aboard.

Then Judge Wislezenus, hearing the report, suddenly adjourned court, buckled on a revolver, summoned armed native officials and pursued the barkentine in a launch, overhauling her and finding the three girls in a locker.

Captain Simpson was brought to land, charged with abduction by Judge Wislezenus, who immediately reconvened his court, and fined him 2,500 pesos.

INVESTIGATING WRECK.

Salvage Sought by Del Norte for Services Rendered to Steamer Oregon.

A despatch from San Francisco says John Bermingham, United States supervising inspector of steam vessels, began an investigation into the burning of the steamer Oregon off Crescent City on February 23. Captain Fred Werner, Engineer Sutton and First Officer Boutillier were the witnesses examined. None had any idea as to how the fire began.

The Crescent City Transportation Company filed a libel in the United States district court against the steamer Oregon for salvage. The value of the Oregon is stated at $175,000, and that of her cargo at $75,000. The salvage services are alleged to have been rendered by the steamer Del Norte on the occasion of the fire.

THE LARGEST FARM IN THE WORLD.

David Rankin of Tarkio, Mo., owns the largest farm in the world. He is worth $1,000,000, and has made it by farming. He owns 23,500 acres in Atchison county, and, being still afflicted with the decire to own more land, had to reach into Fremont county, Ia., the other day, when he bought 2,500 acres more. Rankin never sells. He is a cattle king, a corn king, a land king, a philanthropist, and a captain of industry. He employs about 300 persons, representing 1,500 population.

CATTLE RANCHE FOR SALE.

The estate of the late Paul I. Gillie, deceased, situated at Nicola Lake, Yale District, B. C., containing some 1,700 acres, and with dwelling house, stable, sheds and implements necessary for working the ranche; also some 220 cattle and 8 horses. The property is situated on the Nicola coal field, about a quarter of a mile from Nicola Lake Post Office, and is one of the most beautiful locations in the country.

Tenders will be received by the undersigned for the ranche and cattle, together or separately, up till 1st May next.

Parties wishing for further information will be supplied with full particulars on application.

JAMES CHAPMAN,
JAMES D. GILLIE,
Executors.

February 1, 1905.

TIMBER LICENSES.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, situated on Braden Creek, a tributary of Gordon River, Renfrew District: Commencing at a point marked Alex'r Young, southwest corner, thence east 80 chains, thence north 40 chains, east 40 chains, north 40 chains, west 80 chains, south 40 chains, west 40 chains, thence south 40 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 26th day of January, 1905.

ALEX'R YOUNG.

EMPIRE CREAM SEPARATOR

The Separator that always keeps ahead of the procession. It Turns Easier, Skims Faster, Lasts Longer; requires fewer repairs. Built on common sense plans. The Separator with a Simple Bowl.

Baxter & Johnson

Agents.

53 Wharf St., Victoria.

For Term of Years

250 acres, good dairy farm; 50 acres good fruit and pasture land, part cleared, balance burnt over; convenient to city and railroad. Apply

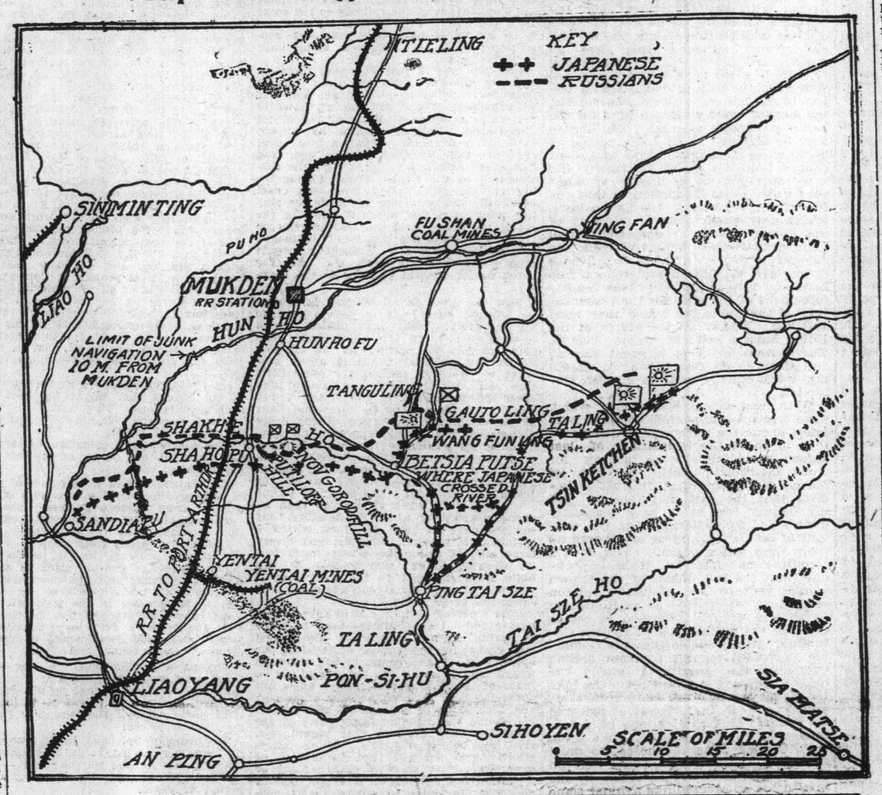
H. T. OLDFIELD,
P. O. Box 406, City.

Highest Cash Prices Paid for Raw Furs and Skins.

Special Prices paid for Otter and Mink.

C. V. SMITH,
17 Water Street, Vancouver, B. C.
Reference: Canadian Bank of Commerce

Map Showing Mukden and Tie Pass



Battlefield At Mukden

(Continued from Page Two.)

the entire south front, was, for the first time, audible at Mukden throughout the entire night and increased with the day as it approached the west and north. It ought to be impossible now for the Japanese to turn the Russians from the Hun river position, but the issue appears to depend upon the extension of the battle line northward and up the railway.

The evacuation of such a position involves several hundred miles of field and overland railways and telegraphs, enormous defensive works, Red Cross supplies, towns and forage stores, the latter of which it was necessary to burn. The military roads covered five hundred square miles. The smoke of battle and fires are everywhere obscuring the line, and it is impossible to longer distinguish the conflagrations. The hospitals here are now crowded, but the service continues adequate.

Only sunlight and the mildness of the weather here prevents indescribable suffering among the wounded, and the supports and reserves, who are obliged to dig deep on the wide, shelterless plain and lie widely extended in order to escape the shrapnel, which is sown broadcast for fifteen miles on the west, and to which all the troops on nearly ninety miles of battle line are constantly exposed.

UPRISING OF PEASANTS.

Report From Kieff of Agrarian Outrages in the District.

London, March 10.—A message from Kieff to the Daily Mail says: "An army of 300 peasants from the Orlovka district is advancing southwesterly. Burning and looting of estates is in progress. Eighteen estates have already been sacked. The Michailoffsky sugar factory has been burned and employees robbed of their belongings. It is also reported that the peasants have burned the Deruginsky refinery, belonging to the crown. A strong military force has been sent to suppress the uprising."

WARSAW WAS PLEASED.

News of Mukden Defeat Received With Ill-concealed Pleasure.

Warsaw, March 9.—A report which reached Warsaw yesterday that Mukden had fallen was received with ill-concealed pleasure. The newspapers wished to publish the report, but were peremptorily forbidden by the censor to do so. It was quickly circulated, however, and was the subject of almost joyous comment in the cafes and elsewhere.

One of the assistant commissioners of police was fatally shot at 7 o'clock last evening by an unknown assassin, who escaped.

Sir Wilfrid's Sunny Ways

Mr. Borden Points Out Inconsistency of Liberal Leader's Methods.

Minister of Interior Will Not Be Appointed For Some Time.

From Our Own Correspondent.

Ottawa, March 9.—The House adjourned with the galleries crowded by three hundred delegates here today from Montreal, Quebec and Toronto trying to impress Sir Wilfrid Laurier that the country's interest demanded legislating trading stamps out of existence.

First came the presentation of over 110 petitions against imposing separate schools on the new western provinces, and the introduction of some private bills. Mr. Borden then sprung a mine on Sir Wilfrid Laurier regarding the autonomy bills. He said in substance: "The particular thing to which I desire to call attention is that the prime minister seems to have introduced this legislation as a measure concurred in by all the members of the administration, whereas we discovered afterwards that this was not the case. Sir Wilfrid has always vaunted himself a strict follower of constitutional usage. Some ten years ago he claimed for himself the attribute of foresight and of courage when a somewhat similar question to that which arises today was agitating the people of this country.

Sir Wilfrid's Methods.

"He said 'my courage is not to make easy promises and then to ignominiously break them. My courage is to speak slowly, but once I have spoken I will stand or fall by my words.' Neither Mr. Sifton nor Mr. Fielding have been consulted and yet Sir Wilfrid Laurier gave no explanation on this point. When Lord Dundonald was dismissed, one of the grounds put forward for Mr. Fisher's interfering with the militia affairs was that in the practical working out of the responsible government it was found necessary to attach special responsibility to each minister for his province or district. Surely the country was entitled to some explanation of Sir Wilfrid Laurier's changed attitude."

Sir Wilfrid Laurier replied at some length, remarking he had little information to give of which the opposition leader was not aware; defending his position on constitutional grounds, but declining to notice the reference to Mr. Fielding's semi-obscurity.

Borden's Neat Reply.

Sir Wilfrid Laurier's fling that Mr. Borden was adopting Japanese army tactics so as to know on which hill to plant his banners, drew from the opposition leader the retort that whatever happened he would not retire within the lines of Torres Vedras.

Sir Wilfrid Laurier announced that it was not his intention to fill the interior portfolio for some time.

FINANCIAL NOTE.

Dallas News.

Johnny—Pa, what's a treasury?

Pa—It's a place where the state or government keeps its deficit.

USELESS EFFORT.

Toronto News.

Herr Bebel objects to Germany spending $781,250,000 on the navy. Evidently Germany is engaged in an insane attempt to compete with Mr. Prefontaine.