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# ALLEGED MUTINY OF NEBOGATOFF'S SAILORS

## A Report That They Either Threw Officers Overboard or Bound Them in Their Cabins and Hoisted the White Flag.

### It Is Believed That More Than Six Thousand Russians Perished During the Battle—Report That Men Mortally Wounded on the Battleship Oriol Were Thrown Overboard.

Tokio, May 31, 2 p.m.—A Japanese officer who has returned to Sasebo gives the following account of the sea fight off Tsushima:

"At 5.30 Saturday morning a wireless message reading, 'The enemy's squadron in sight,' reached the naval base. This message was transmitted to all our ships by the flag ship, with instructions to prepare for action. Our squadron left their rendezvous and headed for the eastern channel off Tsushima (Tsushima Island). Our men seemed to be filled with new inspiration and were eager for the long delayed fight to begin.

"When Tushima was sighted to the southwest, the sea was rough, and the torpedo boats were forced to run for the shelter of the island. Our third division, with the battleships, followed in a westerly course, while the first and second divisions reconnoitered the Russian course, and at 11.50 a.m. informed the main squadron by wireless telegraph that the Russian ships were passing into the eastern channel, whereupon our main squadron, changing its course somewhat to the southward, came in sight of Okinoshima at 1 o'clock in the afternoon. The Russian ships, divided into two squadrons, proceeded to attack the Russians during the whole night. The Russians frustrated the first and second attacks with searchlights.

"A third attack was carefully made and the Yagiri sunk a ship of the Borodino type and also hit others. During the night the Russians were driven to the southward, and we pressed our enveloping movement some distance from the Russian position. The Russian ships headed northeast after daybreak, hoping to reach Vladivostok. Our officers and men were determined that not a ship should escape and resolved not to relax their efforts until they had succeeded in their sinking or capturing every Russian ship. Our ships always kept ahead of the Russians.

"The fight was resumed at 9 o'clock Sunday morning twelve miles east of Chilyuppon bay, and lasted all day. Here the Russians suffered their first loss. They seemed unprepared to resist night attacks. During the first night, attack the Russians showed nine searchlights, but frustrated the attacks, but clearly weigh the significance of this signal.

"Our first and second divisions turned to the Russians' starboard, while the third division kept in close touch with the preceding two divisions. With the Japanese ships proceeding in this order, it was 2.13 o'clock when the Russians opened fire.

"The first two shots fell short of our line, and it was some minutes later before we commenced firing. The fight was on with firing from both sides. Our destroyers kept on the port side of the main squadron, and those on the starboard side. The Russians against the coast of Kinshima and they were obliged to change their course to the east. We manoeuvred our ships so as to have their bows parallel to the north side of the Russian line. The Mikasa, of our first division, which had been leading, changed to the rear of the line, while the Kasuga headed.

"The engagement now became very fierce. The Borodino was seen to be on fire. A little later the Russians headed west and we changed our course accordingly. Five of the second division concentrated their fire on the Borodino. Our first division now began firing vigorously, proceeding parallel with the Russian line, and as we began to press against the head of the Russian line our first division veered to the Russian rear, thus enveloping their ships.

"The engagement proceeded hotly. Our second division followed a course parallel with the northern side of the islands, and this movement completed the envelopment. The Russian ships were trying to force their new course. This state of envelopment until the following day. Thus enclosed on all sides, the Russians were helpless and powerless to escape the circle. Previous instructions had been given the destroyers and torpedo boats to attack the Russian ships.

"Following instructions, the fifth destroyer flotilla advanced against a Russian ship, upon which the second division had been concentrating its fire, signalling, 'We are going to give the last thrust at them.'

"The Russian ships continued to fight, and, seeing the approaching torpedo boats, directed their fire on them. Undaunted, our destroyers pressed onward, the Chitose continuing its fire. The torpedo boat flotilla arrived within two hundred metres of the Russian ship and the Shiranui fired the first shot. Two other torpedo boats fired one each. The Shiranui received two shells, but the other

ships. Two other cruisers were victor off from the fleet, and were not again seen.

The battleships, steaming 14 knots, were repeatedly attacked by the Japanese torpedo boats, especially at the extremities of the line. At dawn it was ascertained that the battleship division consisted of the Nikolai I, the Oriol, the General Admiral Apraxine and the Admiral Seniavira.

At sunrise, May 26th, smoke from the Japanese Ships Reappeared on the horizon, whereupon the admiral gave orders for increased speed. The Admiral Seniavira and the General Admiral Apraxine dropped behind. Towards 10 o'clock the Japanese fleet appeared first to port and then to starboard, while the cruiser division manoeuvred behind the Russians to starboard. Baron Perzen's account continues:

"I was cut off from the squadron and finding it impossible to rejoin it, resolved to make for Vladivostok. I put on full speed and the enemy's cruisers came on in pursuit. Owing to the insufficiency of my coal supply and the certainty of meeting the enemy's cruisers, I subsequently altered my course for Vladivostok bay, where I arrived on the night of the 25th. In pitch darkness the Isurud ran full on reef at the entrance of the bay. Having only 10 tons of coal, and seeing that it would be impossible to again float that vessel, I ordered the crew ashore, and

"Blow up the Isurud, to prevent her falling into the hands of the enemy. Ten of my sailors were wounded in the battle, but the officers and the rest of the crew are all safe."

Baron Gerzen's report disposes of the

many officers overboard, or according to another version, bound them in their cabins and hoisted the white flag.

"I am assured that eight men in Nebogatoff's squadron were hanged for mutiny while in the Red Sea.

"Many people well versed in affairs at the front declare that something similar is likely to happen in Manchuria, when the armies learn the truth in regard to the naval battle. They will doubtless learn the truth as usual from the Japanese."

**REPORT OF SINKING OF THE JEMTCHUG CONFIRMED.**

Tokio, June 2.—The reported sinking of the Russian cruiser Jemtschug in the recent naval battle has been confirmed. Admiral Togo's victory was celebrated yesterday. The entire city was decorated with literary exercises and sports were held in the park. Mayor Ozaki presided. Thousands of persons filled the park and lustily cheered. The navy staff occupied prominent seats on the platform. Various organizations and guilds paraded the streets.

**WOUNDED SAID TO HAVE BEEN THROWN OVERBOARD.**

Tokio, June 2.—It is planned to bring the battleship Oriol to Yokosuka, where the Emperor will visit her.

A remarkable story is in circulation concerning the wounded on the Oriol. It is said that at the opening of the fight three hundred men were killed or wounded, and the shrieks of the dying had such a harmful effect that it was decided to throw the mortally wounded

is unaffected by the battle; Italy moves from the sixth place to fifth.

Great Britain's tonnage is 1,505,871; France's, 603,721; Germany's, 441,249; United States, 316,523; Italy's, 254,510; Japan, 232,081; Russia's (which formerly was 442,315) now 227,443. Austria comes last with 112,336.

This does not include vessels over 20 years old, gunboats and other vessels of less than 1,000 tons, torpedo craft of less than 50 tons, colliers, repair ships, torpedo, depot ships, converted merchant vessels or yachts.

Practically all that Russia has left in the Black Sea. Of the fleet of 10 battleships only 7 remain; of her 11 coast defence vessels (including smaller battleships and monitors) only 2; of her 7 armored cruisers, 3; of her 20 other cruisers, 13; of her 41 torpedo boat destroyers, 33; of her 85 torpedo boats, 82.

**WARSHIPS SAILING FOR GULF OF LINGAYEN.**

Manila, June 2.—Three warships were sighted at 2 o'clock and three more at 3 o'clock this afternoon, steaming slowly and headed for the Gulf of Lingayen. The ships are of different types and are painted a lead color.

**KUROKI'S TROOPS HAVE SPUN OFF VETERANS.**

Headquarters, Gen. Kuroki's Army, via Fusan, June 1.—There is every reason to believe that the next campaign will be more successful than the past. The soldiers have the spirit and discipline of veterans, and nothing is lacking in equipment and supplies. No engagements have occurred since the railway war more than a week ago, and the only shots fired are when the cavalry patrols of the two armies have brushed.

of ships in the direction of our shores. I do not think at all it was ever intended that Rejstrensky should fight, but we remained silent and the armada was forced to go forward to its doom."

**AMBASSADOR WILL CALL ON PRESIDENT.**

Washington, D. C., June 2.—Count Cassini, the Russian ambassador, has made an appointment with the President for 2.20 o'clock this afternoon. It is understood they will discuss the entire situation in the light of recent developments.

Tokio, June 2.—(Noon).—With the destruction of Russia's naval power, interest is returning to military operations on land. Togo's victory tremendously alters the military situation, and removes all limits of offensive operations against Russia's maritime provinces. It is now possible to effectively close Vladivostok, seize Sakhalien, and the mouth of the Amur river, Kamchatka and any point between the Tumen river and the Arctic circle that the Japanese may desire.

A foreign military observer, discussing the question with the correspondent of the Associated Press says: "Togo's victory may drive Russia away from the Pacific coast in Asia. Japan now has a free hand in Russia's maritime provinces and her offensive capabilities are now entirely limited to the capacity of the Chinese Siberian railway."

**THE LIST OF JAPANESE LOSSES IN BATTLE.**

Tokio, June 1.—The Japanese losses in the recent battle of the Sea of Japan were 13 officers and men killed and 424 officers and men wounded.

The losses were distributed as follows: Mikasa, 63; Adzuma, 30; Shikishima, 28; Asahi, 21; Fuki, 28; Ezuma, 26; Nishin, 27; Otowa, 26; Kashawa, 26; Tushima, 19; Asama, 15; Naniwa, 17; Tokiwa, 15; Yakumo, 11; Chitose, 6; Idzumi, 10; Kasagi, 9; Hashidate, 5; Nishida, 4.

The casualties on the destroyers and torpedo boats were 87.

Commander Togo was wounded on board the Adzuma.

Admiral Togo, replying to the imperial rescript commending the admiral and his sailors, expresses his appreciation and further says:

"That we gained a success beyond our expectations is due to the brilliant victory of His Majesty, to the protection of the spirits of our imperial ancestors, and not to the action of human beings. We shall be faithful and answer to the imperial will."

Admiral Yamamoto and Ito, responding to the Emperor's rescript, thanking the navy for its victory, express their thanks on behalf of the navy, and pledge the navy to a faithful discharge of its duties.

A telegram from Sasebo says that Admiral Rejstrensky stated in an interview that he hoped to clear Tsushima in a fog, but a sudden southwestern gale cleared the fog and revealed the presence of his fleet.

**ANXIOUS FOR NEWS OF MISSING RUSSIANS.**

St. Petersburg, June 2.—In order to relieve the suspense of thousands of families, Russia has appealed to France to secure through the French minister at Tokio the most complete list possible of the Russian officers and men who perished or were saved. The fate of hundreds will never be known.

This admiralty has practically given up all hope that the Russian protected cruisers Anzura and Oleg might limp in port. Both these vessels are now believed to have foundered.

St. Petersburg is full of rumors of the most contradictory character regarding prospects of peace, but in the best informed quarters the Associated Press was told that no definite decision had been reached. Nevertheless it is persistently reported that an imperial manifesto may be expected shortly. This manifesto will proclaim the immediate convocation of a national assembly, to which the question of peace or war will be submitted, thereby shifting the burden of a decision from the shoulders of the Emperor to the whole nation, robbing legislators of the opportunity to make revolutionary capital out of the decision.

According to the dispatch from Baron Ferzen, the commander of the cruiser Isurud, the battleships remaining in the fight were still in squadron formation when he was cut off, and this increases the deep resentment felt here at the surrender of the ships, the Novoe Yermolai even declaring that officers ought to be court-martialed and shot for hauling down their flags and turning over their ships to the Japanese. The paper cites articles of the naval regulations forbidding a commander to surrender except as a last emergency, after taking measures to destroy his ship.

The report from Lieut. Dourmovo, of the torpedo boat destroyer Izumi, telling how that boat was disabled on the first day of the fight, and limped to Vladivostok through the midst of a hostile flotilla of destroyers, being obliged to even burn her wooden fittings to reach the harbor, awakens satisfaction, and though the Isurud failed to reach Vladivostok, her destruction by her own crew is regarded with almost equal pleasure.

The saddest note for St. Petersburg was struck by the destruction of the battleship Alexander III, which was man-

ned by sailors of the Guard, and offered exclusively by men prominent in society and court. Her crew served during the winter time as a regiment of the Guard, of which the Dowager Empress was honorary commander.

**RUSSIANS CONDEMN ADMIRAL NEBOGATOFF.**

St. Petersburg, June 2.—Feeling in the admiralty against Rear-Admiral Nebogatoff continues to run high, the majority of naval authorities being deaf to the appeals of the few who insist that the admiral's action in surrendering his warships should not be condemned until the circumstances become fully known. The majority say they could forgive anything but surrender, and point to the precedent set in the case of the Russian warships Raphael, which in 1928, during the Russo-Turkish war, struck its colors to three Turkish ships which surrounded her.

Nicholas I. meted out a terrible punishment to the officers and crew of the Raphael, ordering that all of them should be shot after their exchange, and directing that if the ship should ever be recaptured its infamy should be blotted out by the destruction of the vessel. The Raphael, strange to say, was recaptured twenty-five years later at Sinope, during the Crimean war, a son of the captain who surrendered her taking part in the battle, and to this son fell the task of executing the dead Emperor's orders to destroy her. Many naval authorities declare that the Emperor should reserve the same fate for Admiral Nebogatoff.

"While hope for the safety of the protected cruisers Oleg and Anzura have been generally abandoned, some of the naval authorities believe it possible that their commanders, realizing that the fleet had been practically destroyed, and that Vladivostok as a harbor of refuge would only prove a death trap in the end, laid their course for Nicholief, off the mouth of the Amur river, or for Petrovavlovsk. There is plenty of coal at both places to replenish the bunkers of the cruisers. The ships could then escape across the Pacific, and either be interned in the United States or return by way of Cape Horn."

**LINAVITCH REPORTS ADVANCE OF JAPANESE.**

St. Petersburg, June 2.—General Linavitch, in a dispatch to Emperor Nicholas, dated May 31st, said:

"On May 28th the Japanese began an advance and attacked our troops in the valley of the Tsin river. Our lines beyond Fenshu pass, which remained in our hands."

**REMOVAL OF EXPEDITION GOING TO SAKHALIEN.**

London, June 3.—According to dispatches from Shanghai, the Japanese are preparing an expedition to the island of Sakhalien, and have threatened to send a fleet to Shanghai to compel the observance of neutrality with regard to the Russian vessels there. This threat, the dispatch says, has induced the Russian command to consent that the vessels be interned.

The correspondent at Tokio of the Daily Mail calling by his paper concerning the naval battle says: "Owing to the heavy sea in the earlier part of the engagement, the Russian hulls were disclosed below the water line presenting a good target, and enabling the Japanese guns to usurp the functions of torpedoes. The commander of the torpedo boat destroyer Murazame, describing his attack on the battleship Kniaz Souvaroff, says he discharged two torpedoes against her from a distance of a hundred yards. All the Russian survivors confess that the Japanese formation was never broken, and say that their shooting was magnificent."

**ROOSEVELT SPOKE IN FAVOR OF PEACE.**

Washington, June 2.—President Roosevelt to-day struck a blow for peace in the Far East. He spoke at the White House this afternoon with Count Cassini, the Russian ambassador, the President expressed the earnest feeling that Russia would forthwith conclude peace with Japan.

Prolongation of the war, he believed, will not result in a victory for the Russian arms, and it can only serve to increase the Japanese demands and render more difficult the drafting of a treaty of peace which the Czar as well as the Mikado can sign. The President spoke, he said, as the friend of Russia no less than of Japan, and on behalf not only of the Washington government but in the interests of humanity.

Until his words have reached Tsarskoe Selo and have been communicated to Emperor Nicholas in the friendly spirit in which they were uttered, their effect cannot be estimated.

Soon after reaching his embassy, Count Cassini began the preparation of a dispatch to his government. Throughout the diplomatic corps there is a strong hope that to-day's conference marked the first step toward peace, but the general opinion is that weeks may elapse before even preliminary negotiations can be begun.

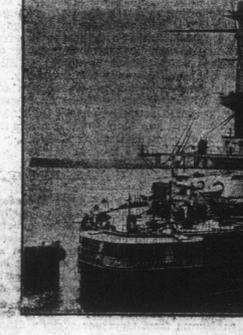
**KILLED BY COSSACKS.**

Two People and Several Wounded at Lodz, Russian Poland.

Lodz, Russian Poland, June 2.—There was a renewal of rioting here this morning. A crowd of people stoned a detachment of Cossacks, and the latter fired, killing two persons and wounding others.

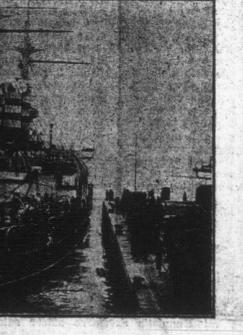
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THE MIKASA, Flagship of Admiral Togo.

statement sent from St. Petersburg yesterday morning that the Isurud had arrived at Vladivostok. The Isurud was built at the Nevsky yards, St. Petersburg, and was launched in 1903. Her armament consisted of six 4.7-inch quick-firing guns, six 1.8-inch quick-firing guns, two 1.4 machine guns, and she was equipped with five torpedo tubes. Her complement was 340 men.

Lieut. Dourmovo, son of Admiral Dourmovo, member of the council of the empire and superintendent of posts and telegraphs under the minister, who is the commander of the torpedo boat destroyer Brav, has telegraphed from Vladivostok to Grand Duke Alexis, the high admiral, an account of his

Adventurous Voyage after the separation of his destroyer from the fleet on the evening of May 27th, having in the course of the afternoon, saved 170 officers and men of the ship Oleshyba. The destroyer suffered considerable damage from a six-inch projectile, and was only able to steam eleven miles to shore. The admiral was lowered and the funnels painted white so as to render the vessel less conspicuous to the Japanese torpedo boats. On the night of May 29th a steamship burst, reducing the speed to five miles an hour. Lacking coal, all the wooden parts of the destroyer were used for fuel before she reached Vladivostok.

into the sea. One hundred and forty, it is said, were thrown overboard. Those slightly wounded were then fastened to the mast to prevent their interference with the fighting of the ship.

It is impossible to obtain any confirmation of this story, but later reports indicate that the crew of the Oriol fought with desperate bravery throughout the day previous to their surrender, and many of her guns are smashed and dismounted.

**"UNHAPPILY ENTICED BY THE JAPANESE FLEET."**

London, June 2.—The Moll, Japan, correspondent of the Daily Telegraph, gives a story told by Capt. Rojloff, of the Russian cruiser Admiral Nakhimoff. The captain says:

"We chose the shortest route to Vladivostok, passing a certain strait. We were unhappily enticed by the Japanese fleet and were completely surrounded.

"Our position was hopeless from the beginning of the battle. We had indeed fallen into a bitter trap.

"It was cruel, moreover, for the Japanese selected the engine room of my ship as a target. A torpedo went straight through my vessel, and we lost our fighting power, and were unable to move in either way.

"We launched the boats and embarked 800 of the crew, who were rescued by the Japanese. I, with the navigating officer, determined to share the fate of our ship, which sank. We were drawn underneath by the suction and whirled about till we lost our breath.

"We forgot everything, but fortunately were picked up by Japanese fishermen. We had intended to die, and floated about in the water, as seemed for hours watching the scene created by the explosion of the Japanese shells."

**RUSSIA NOW SEVENTH AMONG NAVAL POWERS.**

New York, June 2.—Figures prepared in Washington for the New York Times by the naval intelligence bureau of the navy department, under direction of Captain Sontag Schroeder, its chief, show that as a result of the battle just fought and its predecessors Russia has dropped from third to seventh place in naval power and Japan has risen from seventh to sixth. The fighting has put the United States up from fifth to fourth place, and Germany from fourth to third.

The naval powers now rank in this order: Great Britain, France, Germany, United States, Italy, Japan, Russia, and Austria.

Prior to the battle of the Sea of Japan they ranked as follows: Great Britain, France, Russia, Germany, United States, Italy, Japan and Austria.

Austria is the only power whose rank

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**NEARLY FOUR THOUSAND PRISONERS LANDED.**

Nagasaki, June 1.—Fully 3,800 Russian naval prisoners have been landed. Three Russian vessels have drifted ashore off the coast of the province of Nagato.

Russian torpedo boats from Vladivostok captured the Japanese steamer Daisaba of 700 tons off Hokkaido and placed a prize crew of thirteen men on board, with orders to take the vessel to port. By mistake the Russian steamer Daisaba headed for Gensan (Korea). He met a Japanese transport. The latter seeing the Russian flag flying from the Daisaba intended to recapture the vessel, but the Russian captives aboard the steamer on seeing their compatriots attacked the prize crew, recaptured the vessel, and eventually took her to Gensan. The Russian prize crew have been taken captive to Sasebo.

**REPORT OF MUTINY OF NEBOGATOFF'S SAILORS.**

New York, June 2.—A St. Petersburg dispatch to the Times from its correspondent there says:

"Details communicated to me from a trustworthy source leave little room for doubt that Admiral Nebogatoff's sailors mutinied during the battle in the Japan Sea, and either threw the admiral and

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The Baron says that before dark on May 27th, the Oleshyba, Alexander III, and Borodino had been sunk, and that the Kniaz Souvaroff, the Kamchatka and the Oriol had been seriously damaged and were lost to sight. The command then devolved on Rear-Admiral Nebogatoff. In the evening the Nikolai I, the Oriol, the General Admiral Apraxine, the Admiral Seniavira, the Admiral Oshakov, the Slesel, Volky, the Navodna, the Admiral Nakhimoff, and the Isurud sailed northeastward, the latter being charged to transmit orders to the bat-

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ROJESTVENSKY HID AT BOTTOM OF DESTROYER Was Last Man Found When Japs Boarded Vessel—Nebogatoff's Crews Formed Up in Parade Order to Surrender.

London, June 3.—The Tokio correspondent of the Daily Telegraph again today sends interesting additional details of the naval battle received from Moji, Sasebo and other ports. It is stated that when Rear-Admiral Nebogatoff surrendered, the Russians hoisted red flags on their topmasts with Russian flags below them. The crews were drawn up in parade order on the decks and some of the sailors were waving white flags. The whole affair, the dispatch says, was a "contemptible spectacle."

The correspondent of the paper who witnessed the battle says that towards sunset, when the fighting was most fierce, there were some sickening sights beyond human power of description. The Sasebo correspondent describes some pathetic scenes. He saw exhausted fugitive Russian sailors striking on places beneath high cliffs in remote and deserted parts where there were no roads. All of them were thin, hungry and over-worked. A Japanese cruiser engaged in merciful search alone saved six hundred.

The same correspondent says that when the Japanese troops boarded the torpedo boat destroyer Bedovi, after completely disabling her, Admiral Rojestyevsky was the last man to be discovered. He was hiding at the bottom of the destroyer, and was bleeding freely from many wounds.

The correspondent goes on to say: "It is understood that Admiral Nebogatoff, who is grateful for the kind treatment given him by order of the Mikado, will be allowed to proceed home within a few days. His surrender was disgraceful and unaccountable. Examination of the ships show that the guns were rusty and the bottoms of the vessels covered with seaweed, but there was no lack of fighting resources. There were heaps of ammunition and no traces of damages by the Japanese shells."

Another correspondent of the Daily Telegraph says that the captain of the armored cruiser Demetri Donoski when interviewed admitted the foolishness of trying to force the Tsu straits. He said the Japanese navy is the finest in the world, the crew were so cool and brave as to appear almost like demons, and not human.

The crew of the cruiser Ural describe how three 12-inch shells completely disabled the vessel and sent her to the bottom inside of 40 minutes. All stories the Telegraph's correspondent sends contrast the accuracy of the Japanese gunnery with the wild firing of the Russians, who were outfought and outmaneuvered at all points.

It is stated that Admiral Togo on the night before the battle, who had heard from his scouts that the Russians would be off Tsu island the following morning, and knowing that all his preparations were complete, slept soundly.

ADMIRAL'S RECOVERY SEEMS CERTAIN. Tokio, June 3.—Rear-Admiral Rojestyevsky is resting well, with no dangerous symptoms, and his speedy recovery seems certain.

The officers of the Russian battleship Orie had declined to accept parole. They have been given an additional day to further consider the question.

ERECT LIGHTHOUSE TO COMMEMORATE VICTORY. Tokio, June 3.—In response to thousands of suggestions and inquiries received, the Diet has decided to erect an enormous lighthouse on Okino island as a monument to commemorate Admiral Togo's great naval victory over the Russian fleet in the battle of the Sea of Japan. It is planned to have the light show a distance of 80 miles, covering almost the entire scene of the battle.

This plan has been adopted over all others, because the monument will be near the scene of the battle, and stand constantly in the sight and memory of the officers and men of the Japanese navy, and will also be a great convenience to navigation. If there should be a future war, it will prevent disasters similar to those which overtook the transports Hitachi and Sado.

The lighthouse will be erected by popular subscription, which, it is believed, will be open throughout Japan to-morrow.

AUXILIARY CRUISER AS HOSPITAL SHIP. New York, June 3.—A San Francisco dispatch says: "The authorities at Mare Island navy yard have received from Washington instructions to permit the



Russian auxiliary cruiser Lena, now in port at the navy yard here, to proceed to Asiatic waters. The Lena will go to Vladivostok as a hospital ship. The Lena will be prepared for sea within a month, and it is believed that her first destination will be Japan. There she will probably be used to convey any wounded Russian officers to Vladivostok.

THREE RUSSIAN WARSHIPS REACH MANILA.

Manila, June 3.—Rear-Admiral Enquist, who was commander of the heavy cruiser squadron of the Russian fleet, arrived in the bay at 9 o'clock this evening on board his flagship the protected cruiser Aurora, accompanied by the protected cruisers Oleg and Jemchug.

All the vessels were more or less damaged, and there were many wounded men on board.

Rear-Admiral Train, on board his flagship the battleship Oleg, with the coasting, Oregon, Raleigh and Cincinnati was manoeuvring outside Coregorod when the Aurora saluted with 13 guns, and the Oleg answered.

Admiral Train and his squadron accompanied the Russian vessels to Manila.

MANY WOUNDED ON THE RUSSIAN VESSELS. Washington, June 3.—The navy department today received a cablegram from Rear-Admiral Train, dated Manila, stating that while cruising off Lingayen Gulf this morning he sighted three Russian vessels, the Aurora, the Oleg and Jemchug close in to the shore.

The cablegram says that several were wounded on board. Admiral Train adds that he escorted the vessels to Manila.

More definite information will follow to-morrow.

Previously the admiral had cabled the admiralty department that several ships had been seen manoeuvring off the coast of Luzon. He further reported that he had started at once with some vessels of his fleet for the port of Sasebo, about 120 miles to the northward of Manila, on the Gulf of Lingayen to investigate.

It is said at the state department that the Russian vessels will be treated precisely as vessels of the enemy, and that Chinese ports during the earlier stages of the war, namely, they will be allowed to remain 24 hours if undamaged and unharmed. Otherwise they may make absolutely necessary repairs, or landings may be entered until the end of the war. It is expected that the latter course will be followed. Instructions were enabled to Admiral Train this afternoon.

SAILORS SHOT OFF MADAGASCAR FOR MUTINY. St. Petersburg, June 3.—The statement that the ammunition on board Rear-Admiral Nebogatoff's ships was exhausted when he surrendered was received with some relief, this being one of the conditions under which, according to the Russian naval regulations, a commander is allowed to surrender, the other conditions being when the crew of a vessel is so depleted as to be unable to manage her and work her guns and when the ship is burned to the water's edge and about to sink.

Nevertheless, most of the men continue to be of the opinion that the sea-cocks should have been opened and the ships sunk.

Stories of mutiny on board the Russian vessels continue to circulate in the clubs and cafes, but the admiralty will not admit that it has received any information tending to substantiate them.

Officials admit, however, that some sailors mutinied off the coast of Madagascar and that a number of them were shot by Admiral Rojestyevsky's orders.

RUSSIAN FINANCIAL LOSS ESTIMATED AT \$73,500,000. St. Petersburg, June 3.—The St. Petersburg Gazette estimates Russia's financial loss as a result of the battle of the Sea of Japan at \$73,500,000.

EMPEROR HAS NOT DECIDED FOR PEACE. St. Petersburg, June 3.—3 p. m.—The cabled reports of President Roosevelt's conversation with Ambassador Cassini at Washington yesterday, implying that the President had practically tendered his good offices to Russia, created quite a sensation in diplomatic circles here.

While the idea that the president has taken such a step aroused surprise in some quarters, it was received with unconcealed satisfaction in the belief that it would hasten the decision of Emperor Nicholas, the European powers being, as its point out, no matter how ardently they desire the conclusion of peace, more or less embarrassed.

There is very good reason to believe, however, that the reports did not correctly state the President's attitude. He had already made known to the Emperor in a personal message conveyed to him by Ambassador Meyer at his presentation audience his willingness and desire to promote the cause of peace, and his conversation with Count Cassini yesterday is believed to have been in this nature, perhaps a stronger reiteration of his receptive attitude without in any sense being a formal tender of his

What frayed your linen? Not Sunlight Soap—No, indeed!



good offices which might subject him to a rebuke from the Emperor.

Count Cassini's report of the conversation has been cabled to Foreign Minister Lamsdorff, by whom it will be laid before the Emperor.

Practically the message has the moral support of all the great European powers, headed by Russia's ally, France, who have conveyed in the most delicate way possible an intimation of their convictions of the futility of continuance of the struggle.

Emperor Nicholas is known to have conveyed such an intimation through the Grand Duke Michael, who arrived in Berlin yesterday, and Foreign Secretary Lansdowne in behalf of King Edward is reported to have conveyed Great Britain's views through Ambassador Bendoricoff.

Emperor Nicholas's ministers, as previously stated in these dispatches, with few exceptions, are unopposed in favor of peace, but the Emperor himself has not yet bowed his head.

The cable statement that Ambassador Meyer has accepted President Roosevelt's embodying President Roosevelt's views along the line of the reported conversation with Count Cassini for presentation to Minister Lamsdorff is incorrect.

VESSLS LOST PREVIOUS TO RECENT BATTLE. Tokio, June 1.—The necessity for secrecy no longer existing, the navy department confirms the report of the loss of the Japanese battleship Yamashiro off Port Arthur, in May, 1904, and announces other naval losses heretofore withheld. The list is as follows:

The battleship Yamashiro, sunk by a mine May 15th, 1904, while engaged in blockading Port Arthur.

The torpedo boat destroyer Akatsuki, sunk by a mine May 17th, 1904, while taking part in the blockade of Port Arthur.

The gunboat Oshima, sunk in collision with the army off the Liaotung peninsula.

The torpedo boat destroyer Harutori, sunk by a mine September 3rd, 1904, while taking part in blockading Port Arthur.

The gunboat Abago struck a rock and sank November 6th, 1904, while taking part in the blockade of Port Arthur.

The Japanese battleship Yamashiro was reported to have been sunk early in June, 1904, but although the reports were reiterated and repeatedly denied, it was not until November 3rd of that year that the Associated Press first positively announced that its dispatches from Chefoo, Port Arthur and Tokio in June, to the effect that the Yamashiro had been sunk, had been officially confirmed.

The Yamashiro was one of the finest battleships of the Japanese navy. She was about the size of the American battleship Maine, had a speed of nineteen knots and carried a main battery of twelve-inch guns and ten six-inch guns, in addition to twenty-four other guns of smaller calibre.

FRENCH SENATOR WILL PROPOSE ARBITRATION. Paris, June 3.—Baron Destourelles de Constant, senator, author of a Hague arbitration tribunal, is about to submit a motion to the French parliament group favoring arbitration in order that the French government may be authorized to accept the offer of Great Britain in offering their good offices to Russia and Japan under the terms of The Hague convention.

RUSSIANS HAVE BEEN BUSY RECONNOITRING. Headquarters of the Japanese armies in Manchuria, via Pusan, Korea, June 3.—The Russians have been reconnoitring more actively on the plains west of the railroad.

More frequent rains than usual fell during the month of May. The rainfall in the past week was particularly heavy, resembling the downpour of the rainy season.

The Chinese are engaged in ploughing and planting. The numbers of men and animals working for the army hinders this work, but the old men and the women with donkeys and cows are managing to till and plant the fields.

MANY RUSSIANS AT MANILA DURING WAR. St. Petersburg, June 4.—The appearance of the missing cruisers at Manila has relieved the anxiety of the admiralty as the fate of all Vice-Admiral Rojestyevsky's warships is now definitely established. Naval officers think it probable that the ships will be intact and say that an attempt to reach Vladivostok would be practically hopeless and the ships would be exposed to great difficulties and danger on a long voyage homeward either across the Pacific ocean or through the Suez canal.

PREPARING FOR CAMPAIGN ON LAND. St. Petersburg, June 4.—The American embassy was the centre of interest yesterday on account of President

Roosevelt tendering his good offices in the direction of peace. Ambassador Meir was besieged by members of the diplomatic corps, who desired light on the President's plan and intentions and the chance of its acceptance was a topic of general interest in St. Petersburg.

Foreign Minister Lamsdorff did not lay the matter before the Emperor yesterday, but probably will visit Tsarskoe Selo on Monday instead of Tuesday for this purpose.

Officials of the foreign office adopted a non-committal tone regarding the prospects of action on it, saying the decision rested with the Emperor, who, up to the present, is firm for war.

On all sides it is realized that the question of indemnity will be the greatest stumbling block in the way of the efforts of the peace party. The war faction urges that if Russia is obliged to pay an enormous indemnity she might as well spend the same amount in continuing the war a year or two longer and trust to financial pressure to do its work on Japan. They say that Russia's situation could not be made much worse.

In Manchuria the reinforcement of Lieut-General Linevitch has been going on with a pause. A traveller returning from Harbin reports passing train after train filled entirely with troops, and with apparently no reservists. Yesterday it was reported that widespread mobilization was contemplated in order to give General Linevitch the necessary numerical superiority over the Japanese.

THE CZAR HAS NOT CHANGED HIS POSITION. St. Petersburg, June 4.—In the course of a conversation between the Associated Press and one of the Emperor's ministers, the minister declared that the Emperor had not yet changed his position with regard to the prosecution of the war on account of the destruction of Vice-Admiral Rojestyevsky's fleet.

JAP MINISTER VISITS PRESIDENT. Washington, June 3.—Shortly after 9 o'clock to-night Mr. Takahira, the Japanese minister, called at the White House by appointment. He was immediately received by the President.

Except to intimate that he and the President had a general talk on the whole situation, Minister Takahira had nothing to say about his conference to-night.

His did not appear to be concerned about the presence of the Russian ships at Manila.

Following so closely the visit of Count Cassini, it was naturally inferred that the President took occasion to communicate to Mr. Takahira the views of Russia as presented by Count Cassini at the conference with him yesterday.

Diplomatic action in Washington today indicates that the European powers are prepared actively to assist the President in any way he may desire in the interest of peace in the Far East.

RUSSIAN CRUISERS WILL REMAIN IN PORT. Washington, June 5.—After a conference with President Roosevelt to-day, Secretary of Navy Morton announced that the Russian cruisers which arrived at Manila last week will be interned at Manila. Secretary Morton said that orders for the internment of the vessels would go forward to Admiral Train at once.

Secretary of War Taft has received a cablegram from Governor Wright, dated at Manila to-day, saying that Enquist, the Russian admiral, in answer to questions as to his plans in reference to reports, said he had so far received no advice from his government, but was expecting these instructions.

PREPARING FOR THE SIEGE OF VLADIVOSTOK. Chicago, June 5.—The Chicago Record Herald to-day prints the following dispatch from Tacoma, Wn.: "Officers of the steamship Lyra, which has arrived in port, say they sighted during the voyage 18 Japanese transports bearing an army for the siege of Vladivostok."

ADMIRAL URU IS SOUTH OF SHANGHAI. Shanghai, June 5.—Vice-Admiral Uru has arrived off Gutzlaff Island. He is probably coming to Woo Sung.

An ex-Russian cruiser is outside this harbor. Gutzlaff Island is situated at Hang Chow bay, a few miles south of Shanghai.

VOLUNTEER SHIPS STOP MERCHANTMEN. Hongkong, June 5.—Vessels of the Russian volunteer fleet are overhauling merchantmen in the waters northeast of this port, according to a report made by the British steamer Ping Suey, which arrived here to-day.

The commander of the Ping Suey says he saw four steamers overhauled 50 miles from here by two volunteer fleet steamers.

RUSSIANS LOST MORE THAN ONE HUNDRED. Tokio, June 5.—1:30 p. m.—The following announcement was made to-day from the headquarters of the Japanese armies in Manchuria:

"Early in the morning of June 3rd the enemy's infantry and cavalry, to the number of some 300 men, attacked Echshippo, seven miles northeast of Changtu, but were easily repulsed."

"The same day at 9:30 in the morning some 20 squadrons of the enemy's horse advanced south of Tsaping-Chaien, some 50 miles northwest of Fengwa. A portion of the same force attacked Shintashan, nine miles northeast of Kwangping, but suffered heavy loss by our artillery posted in that vicinity. The enemy fled westward. Our casualties were four men slightly wounded."

"The enemy's loss exceeded 100 men."

CREW OF BRITISH STEAMER LANDED. Shanghai, June 5.—Twenty-nine of the crew of the British steamer Oldham were landed at Swatow to-day from a British steamer. The Oldham was captured May 9th by a Russian cruiser. She was bound for Yokkaichi with a cargo of kerosene. On May 27th she was taken by a Japanese warship during the

battle of the Sea of Japan, and was subsequently taken to Swatow, where she arrived on May 30th. The captain, engineer and two of the crew were on board of her when she was recaptured.

RUSSIAN LEFT HAS MOVED FORWARD. Gunsha Pass, June 5.—(108 miles north of the Pass.)—The Russian left has been slightly advanced. Otherwise the situation is unchanged.

FINANCIAL INFLUENCES MAY AID PEACE. Paris, June 3.—Financial influences are again aiding to turn the tide toward peace in the Far East. A banker who is a member of the syndicate which handled the recent Russian loan said to-day:

"Russia's credit has not been affected by her naval defeat for the reason that it is believed it will compel her to make peace after a period of hesitation. Whether it is peace or war, Russia must have more money, but it will be an indispensable condition to any further loan to her that peace be made. With peace assured, Russia's credit will be unlimited at equal or better terms than the last loan."

A Japanese official, who will have much to do if peace is negotiated through French sources, expressed doubt as to the success of the peace movements of outside powers.

"The difficulty is that Russia has repeatedly and formally declared that she will not accept or permit the friendly office of a third power. It is hardly likely that she will now sacrifice her prestige by accepting the offices of a third power."

A novel method of influencing peace is suggested in high quarters, namely to permit Russia to learn that Admiral Togo's fleet having no longer occupation in the Far Eastern seas will sail for the Baltic.

The suggestion recalled the action of the navy department at Washington in giving out its intention to send Admiral Watson's fleet to Spain, hastening the termination of the Spanish war. It is understood the archives of the American embassy here show that the fear of Watson attacking the Spanish coast was one of the decisive factors in securing the cessation of the Philippine insurrection.

THE CAPTURE OF ADMIRAL ROJESTVENSKY. Tokio, June 3.—Torpedo boat destroyers which have returned to Sasebo furnish details of the capture of Vice-Admiral Rojestyevsky.

The destroyers Kasumi, Usumo, Sazanami and Kageru were ordered to attack the Russian warships the night of May 27th, and were steaming ahead when they suddenly encountered a number of Russian ships.

The Kasumi narrowly escaped a collision with a Russian cruiser, the closeness of which seems to have saved the destroyers from being damaged by the heavy fire which the Russians directed on them.

During the Russian attack the vessels forming the destroyer flotilla divided. The Sazanami and Kageru continued the search for Russian ships throughout the night, and in the morning discovered two torpedo boat destroyers. One of them steamed away, but the other was unable to do so. On approaching the latter the Japanese discerned a white flag flying from the foremast, and the Red Cross flag also. She proved to be

Headaches When the Head aches and the Tongue is Coated

it is Biliatness or Constipation. Torpid Liver is at the bottom of the trouble. And it takes Fruit-atives to make that lazy liver work.

Fresh fruit is fine for these troubles, but one can't eat enough fruit to do much good. The medicinal elements are in too small proportion in the ripe fruits.

A clever Ottawa physician discovered a method by which fruit juices could be combined so that their medicinal action would be increased many times.

Fruit-atives are these fruit juices in tablet form. They sweeten and tone the stomach and liver, cure Constipation and remove all blood impurities. One Fruit-atives tablet has the same curative effect on liver and bowels as dozens of oranges, apples, figs and prunes. And this action is as gentle as the fruit juices themselves.

"I have been suffering with Torpid Liver and Constipation, and my physician just what my system required to relieve these complaints. I hope many more sufferers will try them."

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Fruit-atives or Fruit Liver Tablets.

Whatever color scheme you decide on, you will find every wanted shade in Belding's Silks. If there is a new tint or a new effect that you are re-producing, you will find the silk that matches it exactly in Belding's Silks.

They have the rich sheen—the beautiful lustre—the brilliant colorings—the fast dye—so necessary for dainty hand work. Insist on having Belding's Silks. Every spool full length. Don't take the "just as good" kind.

Manufactured by Fruit-atives Limited, Ottawa.

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There are other causes, but no matter what the cause or what the kind of Piles, Dr. Leonard's Hem-Roid can be relied upon to cure—to stay cured.

It's an internal remedy that removes the cause of Itching, Blind, Bleeding or Suffering Piles.

A guarantee goes with each package containing a month's treatment. It can be obtained for \$1 at druggists, or The Wilson-Frye Co., Limited, Niagara Falls, Ont.

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Advertisement for Foot Elm, a medicinal product for various ailments, including rheumatism and general weakness. It claims to be a 'miraculous remedy' and is available at various drug stores.

ITALIAN CRUISER VISITS ESQUIMALT

UMBRIA WILL SPEND SEVERAL DAYS IN PORT

Italy Follows Lead of Great Britain in the Matter of Concentrating Fleet.

After an exceedingly pleasant passage from San Francisco the third-class Italian cruiser Umbria arrived at Esquimalt last evening, anchoring at the buoy where the British fleet is anchored. She will remain here for several days. No definite date has been decided upon for her departure, as there are some repairs, such as painting, etc., which must be attended to before she continues her cruise of the North Pacific coast.

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COL. OTTER, ONE OF MANY

While in South Africa, Col. Otter found that Foot Elm gave great relief to the troops under his command, and recommended it highly. If your feet blister, sweat, get fire easily spend 25c. for 15 powders, and the effects will surprise you. At all drug stores.

Advertisement for Foot Elm, featuring a testimonial from a soldier and a list of agents in various cities including Vancouver, Seattle, and Portland.

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MILLER MEMORIAL.

Monument to Be Erected to Atlin Pioneer—Government Contribution.

The people of Atlin have undertaken to erect a monument in memory of the late Fritz Miller, who died in the north-western city last year. Of the \$748 raised \$500 is to be expended in the erection of a monument and the balance, \$248, is to be applied to a fund to erect an operating room. The monument is to be called the "Fritz Miller Memorial Operating Ward." The estimated cost of this is \$700, and a committee of the citizens are making an endeavor to raise the balance of \$450. Premier McBride has assured the committee in charge of the work that \$150 will be devoted to it by the province. In the receipt of a letter on the subject the Premier says:

"This amount will be provided for in our estimates for next year and, while I regret my inability to remit the subscription by check, you may feel assured of the money being forthcoming in due course."

THE EARTHQUAKE IN JAPAN.

Latest Reports Place Number of Killed in Hiroshima and Utsunomiya at Six. Tokio, June 3, 7.30 p.m.—The governor of Hiroshima province telegraphs that the earthquake which took place on June 2nd killed six people, wounded seventy-nine, and destroyed thirty-three houses in Hiroshima and Utsunomiya. The reports from other affected districts are incomplete, but it is believed that the loss of life and the destruction of property has been comparatively slight.

The first shocks of the earthquake destroyed the telegraph system, making it impossible to communicate with the earthquake district, which created an impression some great disaster had taken place.

NANAIMO MINE CLOSED.

Mules Have Been Taken Out and Only a Watchman Remains in Charge. Nanaimo, June 5.—The Western Fuel Co. has closed No. 1 mine down, steam is out of the boilers, the cages have been hoisted and off the chutes, all work has entirely ceased, and only a watchman remains in charge. The pit mules are all out at pasture with the shoes pulled off as far as possible. The mules are dead. Manager Stockert is away, and will not be home for some days, when the miners will make an attempt to interview him regarding negotiations.

The city itself is very quiet, all like strike town. No crowds are on the streets, and the miners seem to stay at home or go out of town.

CAUSING ANXIETY.

No News Has Been Received Regarding Yacht Apache Since Moring of May 22nd. New York, June 3.—The Tribune says: "Friends of Edmund Randolph, the owner of the barque-rigged auxiliary yacht Apache, which sailed from Sandy Hook lightship at 10 p.m. on May 22nd, for the German Emperor's cruise are beginning to be anxious for her safety, for all the other yachts have finished and the Apache has not been sighted since she was last reported on the morning of May 22nd. It was then in lat. 40.29 N., long. 50.50 W."

"Besides Mr. Randolph, her owner, the Apache has on board Royal Phelps Carroll, an old yachtsman, formerly owner of the sloop Navaho; Ralph N. Ellis, another well known yachtsman, who will also be remembered as master of the Meadowbrook; Stuyvesant Leroy, R. Burnside Potter, W. Gordon Fellows, Joseph Harman and Dr. Watson B. Morris."

"J. B. McDonnell is captain of the yacht, and he has a crew of some 35 men. The Apache was formerly the White Heather, a British yacht built in Glasgow."

CONSTRUCTION WORK ON GRAND TRUNK PACIFIC

Will Commence Near Kakabeka, Nineteen Miles West of Fort William—Commission Approves Plans. Ottawa, June 5.—The first construction work on the Grand Trunk Pacific will begin near Kakabeka, a station on the branch which will connect the national transcontinental line with Port Arthur, Fort William and the Great Lakes.

Kakabeka is 19 miles west of Fort William. The Canadian Pacific will run alongside the Grand Trunk Pacific at this point, and in this way supplies can be secured easily for the new road.

The location plan was approved by the railway commission to-day, and gives the company authority to build three and four miles east and west of Kakabeka. The railway commission has also approved of a route map showing the general direction for the whole branch from Fort William northward over 200 miles to a point where it will connect with the main line some 50 miles north of the village of Wabougon.

OTTAWA NOTES.

Some Who Are Mentioned as British Columbia Representatives on the Fishery Commission. Ottawa, June 3.—Among those mentioned to represent British Columbia on the fisheries commission are J. C. Brown, Campbell Sweny and either Chief Justice Hunter or Richard Hall.

W. W. B. McInnes is gazetted to-day as Commissioner of the Yukon.

Fred. T. Cogan has been appointed legal adviser of the Yukon council.

Military Appointments.

Lieut.-Col. H. M. Pellat, 2nd Regiment Queen's Own Rifles of Canada, and Major and Brevet Lieut.-Col. V. A. S. Williams, Royal Canadian Dragoons, are appointed honorary aides-de-camp to His Excellency the Governor-General.

THE FIRST CASE.

Miner Charged With Being Underground More Than Eight Hours—Superintendent Summoned. Nanaimo, June 5.—The first case under the Coal Mines Amendment Act has been laid by Archibald Dick, coal mines inspector at Ladysmith, charging Harry Carroll, a miner, with being underground longer than eight hours, allowed by law, and Superintendent Andrew Bryden for allowing this contrary to the law. The case comes up Wednesday at Ladysmith.

RUMORED MASSACRE.

Report That Garrison at Warmbad, German Southwest Africa, Has Perished. London, June 5.—A dispatch to a news agency from Capetown says native reports have been received in official quarters to the effect that Warmbad, the German headquarters in Southwest Africa, has fallen and that the garrison has perished. No news is obtainable except from native sources.

SEALERS TAKEN.

Harbin, Manchuria, June 5.—The crews of five Japanese sealing schooners, numbering sixty men and including six Americans, have arrived here. They were captured by Russian torpedo boats while poaching near Odima island.

MADE HIS ESCAPE FROM URUGUAY

HE TELLS STORY OF THE AGNES G. DONOGHUE

D. Steel, of Victoria, Has Arrived Here After Trying Experience at Monte Video.

D. Steel arrived in this city on Saturday, having returned from the Uruguay by way of San Francisco. He is one of the ill-fated hunters from the schooner Agnes G. Donoghue. When he left the other members of the crew were held in Monte Video awaiting sentence on what Mr. Steele says is only a trumped up charge.

Mr. Steele seeing how matters were shaping thought it best to quit the Uruguayan capital on the first opportunity, and is well satisfied to get back to his home in Victoria after months of a most trying experience in Monte Video. When he left on April 3rd the prosecuting attorney in the case had recommended to the courts that Capt. Mat Ryan, commanding the schooner, should receive five years' imprisonment; Wm. Ryan, the chief mate, should get two years; Wm. Poirer, the second officer, would be sentenced to one year, and the members of the crew should be imprisoned for six months.

It was about November 11th that the schooner was in to within about 4 1/2 miles of the shore of Uruguay for water. The weather was so rough that it was impossible to land a boat, and after waiting all next day the captain decided to leave. So far, the schooner was all right, and after firing three shots across the bow of the schooner the vessel was boarded. No attempt was made to investigate affairs aboard the schooner, but after taking ten of the crew of the nineteen men off her a prize crew was put on the Agnes G. Donoghue in this John Knox case.

This was accordingly done, and upon arrival the officers and men were imprisoned for 47 days. Repeated attempts were made by the officers and crew to get redress. The British minister was appealed to, but the authorities replied that \$5,000 of a bond would have to be put up. Finally, at the end of the 67 days, the captain was taken back on board the schooner with a guard of five men placed in charge. The other members of the crew were allowed to come ashore and go on taking oath that they would appear when called upon to do so.

Mr. Steele describes the treatment accorded the men in the jail as none too good. The floor was the bare rock, with rations meagre.

The imprisonment and worry incident upon it has told upon Capt. Ryan. He is now a man of about 35 years of age, but is now only a wreck of what he was before the trouble began. If the imprisonment is to be enforced Mr. Steele has little hope that Capt. Ryan will live through the ordeal.

The case against the Donoghue is of the flimsiest character, Mr. Steele says. He denies that there could be anything in the charges. They are merely made up. The schooner hunted off an island near the coast of Uruguay. This island, he says, is known as the Castello Grande. It is a small island, and the schooner was the arrival of vessels. Lying there are paid a premium for every schooner they report, and it is supposed that this is the way in which the cutter was practically a better schooner than the Donoghue.

There was nothing done in the way of attempting to prove that the schooner was on this island. The skins were not even counted on board the vessel. As far as fresh blood marks were concerned, it was quite likely that some marks might have remained on some of the boats of the schooner from the day previous to arrival off the coast.

The courts before which the unfortunate sealers were brought were conducted in a way which did not inspire Mr. Steele with any great respect for the judiciary or laws of Uruguay. The solicitor who represented the captain and crew of the schooner informed them that there was no case against them. Yet when the first judge gave his decision he said the sealing company was formed for the sole purpose of robbery, and that the crew of the schooner and Donoghue were pirates.

Slowly the case was carried from one court to another, and when Mr. Steele was brought up for what was regarded as final decision. The prosecuting attorney was given six days to prepare his report for the court. He took forty-seven days to do it. As before mentioned he recommended five years' imprisonment for the captain, two years for the mate, one year for the second mate and six months for the crew with confiscation of the schooner and cargo.

The take of skins when seized was 400.

All the members of the crew were from Nova Scotia, with the exception of Mr. Steele and Wm. Poirer, the second officer, who belongs to Sooke.

Mr. Steele says the government of Uruguay has no right either in law or in justice. No fishing was done on the coast of that country by the schooner, and besides Uruguay has no sealing laws. Having got free himself from further trouble he is anxious that something should be done to liberate the remainder of the crew.

MR. CHOATE'S SUCCESSOR.

Plymouth, June 3.—The Philadelphia, having on board Whitlaw Reid, the new American ambassador to the court of St. James, and Mrs. Reid, arrived here today from New York. Mr. and Mrs. Reid landed and took a train for London.

CASE DROPPED.

New Westminster, June 3.—The prosecution of Sing Kee, charged with keeping his store open on Sunday, has been dropped. The city solicitor, J. B. Martin, advised that the old statute of 1876, which imposes a penalty of five shillings, is the only law which can be brought to bear.

AN AUTHORITY ON SCHOOL QUESTION

DR. BRYCE SAYS WEST HAS NO FEAR OF COERCION

Ex-Moderator of Presbyterian General Assembly Expresses His Opinion.

(Toronto Globe.) Ottawa, May 27.—Professor George Bryce, LL.D., of Winnipeg, who has been in Ottawa attending the meeting of the Royal Society, of which he is a Fellow, was seen by a representative of the Globe, to whom he gave his views on the school question as it appears to men in the West. Dr. Bryce is one of the best known educationists in Canada. He is a distinguished graduate of the University of Toronto and of Knox College. Ever since 1871 he has been in active educational service in Winnipeg. He has to do with the foundation of Manitoba College and of the University of Manitoba. For many years he was head of the faculty of science in the university. He has been identified closely with the religious and missionary work of the Presbyterian church, and three years ago was elected moderator of the General Assembly. Few men have travelled more widely throughout western Canada or written more extensively on its history and conditions.

"Yes, I have just come from Winnipeg, and last week I was in Victoria on church business. I have very recently been in touch with all the provinces of the West. So far as I am concerned, it made it my business to inquire—there is no excitement or discontent over the educational clauses in the autonomy bills. When the bills were first introduced there was strong opposition to the original clauses. Our Presbytery of Winnipeg, a body of over sixty representatives, passed resolutions against them. But the changes made have very largely satisfied us. If these amendment clauses were not satisfactory, you know how strong we are on indignation meetings, and you would certainly have heard from us."

It was mentioned that Professor Bryce was a strong advocate of purely public schools at the time of the Manitoba agitation.

"Yes, I took a leading part in that discussion," said the professor. "I raised the question in a controversy between Archbishop Lange and myself. 'Veritas,' in the press ten or twelve years before 1890, when our new act passed. The old Manitoba act was, no doubt, intended by its framers to establish separate schools upon us, but we found that it would not 'hold water,' and so we swept away the old system."

"Why, then, are you not opposed to the educational clauses now proposed?"

"Well, I find the people of the Territories satisfied with the present system of education. They have as near to a pure public school system as we have in Canada. In Winnipeg city to-day, fifteen years after the passing of our act, we have the Roman Catholics still in charge of their schools. They are anxious to have the support of the public schools, and are maintaining parochial schools of their own. This is undesirable. Then, sixty or seventy years ago, the schools in country places, nominally public schools, are, it is declared, being conducted as separate schools. This, again, is undesirable. Thus the Territories have practically a better school system than public schools, in so far as religious parties are concerned, than we have under our Manitoba public school system."

"But is not this a surrender of principle on your part?"

"Not at all. A public school system—pure and simple—is impossible in Canada. Most of us believe in the principle of the separation of church and state, but this, if logically followed out, would make the public school a secular school. But logic is not everything. We as Presbyterians are not prepared for secular schools. In our deliberations we insist on liberty to have the Bible in the schools. Manitoba in 1890 had to yield this. In this John Knox case we are stronger than ever on that point. Both in Manitoba and the Territories we have insisted on the liberty of having religious instruction in the so-called public school from 3.30 to 4 o'clock in the school day—of course, with a conscience clause. This has been allowed. The so-called public school system existing in the three Maritime Provinces, because the cities and towns it allows the segregation of the Roman Catholics in public schools of their own—having only their own children and teachers of their own faith. This is a well-known working arrangement, though not sanctioned by law."

"It is because I am well acquainted with the Territories and their school system that I am confident that your method is the best yet devised for approximating to uniformity, and yet giving a certain diversity to allow for religious instruction and religious sentiment."

"But what about the charge of 'coercion'? We hear a good deal about it in Ontario."

"To me that is absurd. To my mind the only coercion in sight is that of a narrow-minded handful in Toronto who wish to coerce our western people into an agitation that is distasteful to them. There is a feeling of resentment in the West against the interference of these Ontario dictators. The more they care themselves the trouble. The Dominion has outgrown the dictation of any one city or of any one clique. Please tell these Toronto agitators that the western people do not know they are being coerced it is because there is no coercion."

"But isn't the Dominion fixing the terms for the people of the two new provinces?"

"No more than, in my judgment, it has the right to do," was Dr. Bryce's deliberate reply. "For more than thirty years in Manitoba I have advocated 'united Canada' and a strong central authority. I want no 'Manitoba first,'

no 'Ontario first' or anything of the kind. I have advocated the 'Canadian idea' in my own province at times when it was unpopular to do so. This talk of 'provincial rights' is absurd. The doctrine of 'sovereign states' and 'sovereign provinces,' is a Yankee notion, and is not British. It is inconsistent with a strong central executive. The late Sir John A. Macdonald very wisely called attention to this danger. There are Federal rights and responsibilities as well as provincial.

"The true theory of the Canadian constitution is contained in the fact that the Dominion is the repository of power, and that the provinces receive what it is wise to bestow upon them. You

THE SCHOOL ISSUE.

Liberals are indeed guilty of "brazen" hardness who attempt to institute comparisons between the conduct of the Conservative government of 1896 in undertaking to force the province of Manitoba to restore the separate schools it had abolished and the position of the Liberal government of 1905 in providing for the continuation in the two new provinces of the educational system the people who alone are interested have themselves established. It is remarkable that the degenerate Liberals of the present day have the hardness to undertake the defence of such a course. But in our brazenness and effrontery we assume the Saskatchewan and the Albertans who are to know precisely what they want. There is no reason in the world that we know of why they should not have a school system they have themselves proved, and which they declare to be the best in the world. Up to a certain point the system is non-sectarian. Beyond that point it is non-sectarian to those parents who prefer to have it so. Not a public man within the new provinces, with the exception of Premier Haultain, has raised his voice against the educational clause. With the Premier it is purely a question of politics. Being a Conservative, Mr. Haultain can see no good features in any of the provisions of the Autonomy Bills. He has gone to London on the advice of his party leaders at Ottawa to take part in the campaign against the Hon. Charles Hyman, and, although it has been expressly declared for a purpose it is not difficult to divine, that the school question will not be one of the issues raised by the opposition, it is plain that it will be practically the only issue, and that London will indicate plainly and emphatically the attitude of Ontario towards the educational clause. What ever the verdict of London in the heat of a purely sectarian conflict may be, there is not the slightest doubt what the decision of Canada as a whole will be when the matter comes to be considered in a calm and deliberate mood. If the Privy Council decided that the federal authorities were invested with sufficient powers in educational matters to protect the minority from assumed wrong at the hands of the majority, the popular voice of the Dominion will declare very emphatically that any action of the federal powers which would have the effect of practically making impossible the raising of race and creed issues in times of great political excitement was justifiable and statesmanlike.

After reading the first accounts of the Battle of the Sea of Japan the amateur naval expert, whose name is legion, incontinently arrived at the conclusion that the battleship is of a trifling value as a factor in naval warfare. The earlier dispatches contained practically no details of the manner in which the great fight was conducted or of the part played in it by the various vessels of various degrees of strength under the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo.

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RAILWAYS AND PATRIOTISM.

The friends and defenders of transportation monopoly in British Columbia, finding their original position indefensible and absurd, have shifted their ground. Their contentions respecting the possibility of the province being drained of its wealth as a result of the construction of a railway having a fraction of its line through the state of Washington being received with decision, they tell the people of the Similkameen and other locked-up and barred-in regions that they must not be too selfish. The welfare of the whole of the province and all Canada must be considered as of higher importance than the interest of any particular section. As a matter of convenience and economy the C. P. R. was permitted to cut through the state of Maine to reach the Atlantic seaboard. The same line was its American competitors in the middle and the extreme West, and there is no record of any protests from the districts so served, although the people of the United States are extremely careful to guard against the "draining proclivities" of foreign corporations. The Grand Trunk Railway Company, a Canadian corporation, and the Michigan Central Railroad Company, an American institution, cross and recross the border many times for the sake of convenience and short routes. It has never been so much as hinted that either country is being drained or impoverished by the operations of these lines. No portion of the United States or Canada was ever asked to perform a patriotic part and lie dormant until home-produced capital could be induced to come in and earn profits in the districts served by the border routes. Why are the people of British Columbia to be discriminated against?

are Canadian gentlemen with all their interests in British Columbia and dependent upon the progress of British Columbia for the fullest development of their interests? It would be just as little avast to suggest that the Canadian merchant is protected from unfair discrimination by a tariff ranging from 50 per cent. upon all the implements that may be used and supplies that may be consumed in the course of the work of construction. It might also be urged that the V. Y. & E. being a Canadian corporation, if any unfair discrimination against Canadians securing employment either on the work of construction or on the work of operation after construction, the company would be subject to the provisions of the alien labor law. That that law is not a dead letter the Pere Marquette Railway has found out to the cost of the company was found guilty of the grossest discrimination in discharging Canadians from high offices and low solely for the purpose of making room for personal friends of the chief officials. Within a specified time the employees so favored are all to be huddled back to the place from whence they came.

To sum up the whole matter, there are no reasons save those of pure altruism and unalloyed patriotism whatever for the obstacles that are being placed in the way of the Similkameen and the southern interior of that which they have long sought direct connection with the coast cities. If the patriotism in question were not so ardent and at the same time so unreasonable when all the facts are considered, we are convinced it would be withdrawn. If the patriots had any other class of people than those of British Columbia to deal with, they would never have assumed that we, who have been volunteering time and again through our legislature to assume a heavy addition to our provincial debt in order to assure the aforesaid connection, would refuse to consider such a proposition upon terms without a parallel in the history of railways in the province. The situation as a whole is as grotesque as the position of the opposing influences is daring. If the dupes could but behold the state of unrestrained mirth within the sanctum of the chief moulders of public opinion they would not entertain a very high opinion of themselves.

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go forth in the name of Holy Russia and take vengeance upon her cursed but unconquerable enemies. The result of the last naval engagement of importance in the Russo-Japanese war, we affirm, cannot be explained except upon the hypothesis that the state of the ship Admiral Nebogatoff fought represented in a degree the state of the Russian fleet generally. On paper and actually Admiral Rojestvensky passed through the Straits of Korea with more ships and a more powerful armament than his contemporary Togo possessed. The Russian had under his direction eight battleships, four of them new and of the highest power. The Japanese is reported to have had but three, although he may have had four. It is not possible to the world to know absolutely what the naval or military resources of the Mikado may be. In cruisers the rivals were about equal, with the preponderance of power probably in favor of Japan, but not to such an extent as to overcome the tremendous disparity between the fleets of battleships. Togo, of course, had at his service a greater number of vessels of the torpedo and destroyer types. But, as has been pointed out, these were not brought into effective service until the enemy was hammered into helplessness by the heavy artillery of the larger ships. The facts being that the Russians brought into action a greater number of heavy fighting ships armed with a larger number of long-range, large-calibre guns, must not the conclusion be accepted that it is the animate material, and not the inanimate, that is effective in naval warfare?

"PATRIOTISM," ETC.

It is intimated, no doubt on authority, that there is no "analogy" between the case of the V. Y. & E. and the Mikado Central Railway or the Grand Trunk or the Maine short line, which latter is part of the C.P.R. system. We suppose we might as well make the analogy complete and comprehensive by including the "Soo" line to St. Paul. If that road had been built by foreign capital, as of course no part of the C.P.R. or any other railway running through Canada was, it would have been criticized as a transportation straggle designed to "drain Canada of her magnificent resources." Having been constructed by patriotic money at the instance of unquenchable and unimpeachable patriotism, it is of course a product of patriotism. It is a short line and a direct route. It can be worked more economically than a roundabout and circuitous route, therefore, while it has given settlers an opportunity to open up, develop and utilize a large section of what might otherwise be a comparatively unproductive country, establishes cheap rates where dear rates might otherwise rule, and at the same time earns dividends for its proprietors, it is justified on its record. But that was not the experiment. It was risky even with patriotic capital in the hands of patriotic Canadians. It does not "drain" our country of its resources because the men who control the line would not go into the drainage business even if there were increased dividends to be drained out of it. But no one knows what might happen if British Columbians were to be accorded such privileges as the other sections of the Dominion have not been refused.

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accorded the rest of Canada—not even questioned in any other portion of Canada—should not be denied to here. But then such persons are not reasonable men nor patriots. They have not the acumen to perceive that the V. Y. & E. in its search for a route over which it would be able to operate its trains economically and give its patrons a cheap service "winds" across the border and back again. As if that were not evidence of treachery and an intention to betray us. If the charter were amended in accordance with the request of the company the line with the long route would be forced to either build a short line for itself or to build a short line with the rates on the short, economically operated route, as is the case in all other parts of Canada in which analogous conditions prevail. And yet the people of Similkameen are not content; they refuse to recognize the patriotic principle involved. We on the coast, who ought to be equally interested with them, are apparently more easily duped. We have forgotten the saying about patriotism being the last refuge of a certain class of workers.

Events have demonstrated that Sir Herbert Tupper is not the son of a prophet. The Conservative sweeps which never came off were predicted by the founder of the house; but the successor to the great political inheritance may be more highly endowed. Certainly the prediction of a Conservative victory in London and North Oxford is a "long shot." There is no doubt of a hot time in the constituency of the new Minister of Public Works. All the heavy artillery the Conservative party possesses is being concentrated there, and a majority of fifteen should be quite easily demolished. Nevertheless Hyman is a fighter, and he will be supported by men who are not quitters.

"PATRIOTISM," ETC.

The statistics of emigration and immigration for the United Kingdom for 1904 have just been published by the British Board of Trade. They show that the total passenger movement outward was \$43,877 to non-European countries and 718,650 to European countries, and inward 241,896 from non-European countries and 802,949 from European countries. The net balance outward was 127,592. During the year 271,435 British and Irish persons left Great Britain for non-European countries, as compared with 259,950 in 1903 and 295,922 in 1902. The figures numbered 174,1902. The figures numbered 181,599 in 1903 and 174,291 in 1902. Of the total number of native emigrants, English passengers formed 65 per cent., Scotch 14 per cent., and Irish 21 per cent., as against 68, 14, and 18 per cent. respectively in the preceding year. Of the total emigration 152,169, or 34 per cent., went to places within the British Empire, including 61,684 to British North America, and 23,273 to British South Africa. The remaining 301,708, or 66 per cent., went to various countries, including 29,945 to the United States, and 40,004 passengers to the United States, but a decrease of 7,898 to British North America, and of 30,546 to South Africa. Of the British and Irish emigrants, 119,504, or 44 per cent., went to places within the British Empire, 26 per cent. going to British North America, and 10 per cent. to British South Africa, and the remainder to other British colonies and possessions. Of those going to foreign countries, nearly the whole number came to the United States. The number of British and Irish emigrants to South Africa was only 26,818, as compared with 50,206 in 1903, and 43,206 in 1902. The number who proceeded to British North America, on the other hand, reached 69,651, as compared with 59,652 in 1903, a number itself in excess of any previous figures. A considerable increase is also observable in the number who came to the United States, these being 146,445 in 1904, as compared with 129,963 in 1903.

"PATRIOTISM," ETC.

Some German editors may in time find out that they had better be very careful about publishing verbatim the remarks of the Kaiser. It is reported from Berlin that the public prosecutor has instituted proceedings against the person or persons responsible for the publication of the false statements respecting the speech delivered by Emperor William on the occasion of the swearing in of naval recruits at Wilhelmshaven. The words objected to are supposed to be those licensing the Japanese to the barbarian Attila and the usurper Napoleon. The Kaiser's remarks are people who might be able to compel respect even from Germans with their Emperor of old the talents, hence the action of lese majesté. The Kaiser's sentences should be subjected to very careful editing. Thoughts which are harmless when given utterance to within the precincts of a German public academy may be capable of evil results when printed for the information of the whole world. Japan is a world power now. Her rulers are very carefully informed of all that is said about her by her neighbors.

PULP CONCESSIONS AND LOGGERS.

To the Editor—Regarding the aims, objects and intentions of a concern known as the Western Canada Pulp and Paper Company, about which so much has been said, written, inferred and suspected recently, the Daily Colonist of your city had an editorial appearing in its issue of the 23rd ultimo, in which the aims, objects and intentions of the said concern are recommended, and its opponents condemned. And whereas in said editorial the following statement occurs: "J. S. Emerson, president of this association, has written a long letter to the Province of a most damaging character, in which it is set out that the object of the company was not to obtain in good faith timber suitable for the manufacture of pulp, but that it was an attempt to obtain by fraud, misrepresentation and surreptitious methods lands, 85 per cent. of the timber of which is suitable only for the manufacture of lumber. This might be a more serious matter than it is if Mr. Emerson represented a large element of the logging interests of the coast, but from information we have received, the membership is made up of persons principally his own employ." His statements, therefore, are made largely upon his own responsibility. I may here state that in above statement the editor seems to get "things mixed." The editor of the Daily Colonist, who has written recently to the Daily Province by the B. C. Loggers' Association, he does not quote from the province at all, but he quotes verbatim from a protest in connection with this matter written by the B. C. Loggers' Association to the Hon. R. F. Green, Chief Commissioner of Lands and Works, on January 6th last, in connection with this matter, which justifies the inference that the editor of the Colonist must have received some suggestions or assistance from the office of the said Chief Commissioner in writing said editorial. However, I considered that the reference to myself in the said editorial in the manner implied with the interests of our association and that of the public generally, justified a reply which I wrote the Colonist, which was referred to by that paper in an editorial of its issue of the 20th ultimo. But publication of my letter was refused by that paper, which is reflection is perhaps not surprising. Wherefore I beg to enclose herewith a copy of my said letter to the Colonist, in the hope that you will see in it an honest attempt to show the views of the opponents of the said Western Canada Pulp & Paper Company, and that you will make Mr. Editor, relative to this matter (in case the local promoters of this alleged Pulp & Paper Co. are acting in good faith) should surely draw them into the open with logical conclusions, explanations and arrange methods for putting to the test as to who is really telling the truth instead of sneaking around trying to divert attention by attacking individuals, members of our association, and by suggesting newspaper articles dealing in generalities instead of coming out like men and stating something above their means regarding their own defence or the defence of their party, and I will ask the local promoters of the said alleged Pulp & Paper Co., dare they come out and state that the published report of the B. C. Loggers' Association is the defence of their party or even mean the truth? J. S. EMERSON.

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PULP CONCESSIONS AND LOGGERS.

To the Editor—Regarding the aims, objects and intentions of a concern known as the Western Canada Pulp and Paper Company, about which so much has been said, written, inferred and suspected recently, the Daily Colonist of your city had an editorial appearing in its issue of the 23rd ultimo, in which the aims, objects and intentions of the said concern are recommended, and its opponents condemned. And whereas in said editorial the following statement occurs: "J. S. Emerson, president of this association, has written a long letter to the Province of a most damaging character, in which it is set out that the object of the company was not to obtain in good faith timber suitable for the manufacture of pulp, but that it was an attempt to obtain by fraud, misrepresentation and surreptitious methods lands, 85 per cent. of the timber of which is suitable only for the manufacture of lumber. This might be a more serious matter than it is if Mr. Emerson represented a large element of the logging interests of the coast, but from information we have received, the membership is made up of persons principally his own employ." His statements, therefore, are made largely upon his own responsibility. I may here state that in above statement the editor seems to get "things mixed." The editor of the Daily Colonist, who has written recently to the Daily Province by the B. C. Loggers' Association, he does not quote from the province at all, but he quotes verbatim from a protest in connection with this matter written by the B. C. Loggers' Association to the Hon. R. F. Green, Chief Commissioner of Lands and Works, on January 6th last, in connection with this matter, which justifies the inference that the editor of the Colonist must have received some suggestions or assistance from the office of the said Chief Commissioner in writing said editorial. However, I considered that the reference to myself in the said editorial in the manner implied with the interests of our association and that of the public generally, justified a reply which I wrote the Colonist, which was referred to by that paper in an editorial of its issue of the 20th ultimo. But publication of my letter was refused by that paper, which is reflection is perhaps not surprising. Wherefore I beg to enclose herewith a copy of my said letter to the Colonist, in the hope that you will see in it an honest attempt to show the views of the opponents of the said Western Canada Pulp & Paper Company, and that you will make Mr. Editor, relative to this matter (in case the local promoters of this alleged Pulp & Paper Co. are acting in good faith) should surely draw them into the open with logical conclusions, explanations and arrange methods for putting to the test as to who is really telling the truth instead of sneaking around trying to divert attention by attacking individuals, members of our association, and by suggesting newspaper articles dealing in generalities instead of coming out like men and stating something above their means regarding their own defence or the defence of their party, and I will ask the local promoters of the said alleged Pulp & Paper Co., dare they come out and state that the published report of the B. C. Loggers' Association is the defence of their party or even mean the truth? J. S. EMERSON.

"PATRIOTISM," ETC.

The statistics of emigration and immigration for the United Kingdom for 1904 have just been published by the British Board of Trade. They show that the total passenger movement outward was \$43,877 to non-European countries and 718,650 to European countries, and inward 241,896 from non-European countries and 802,949 from European countries. The net balance outward was 127,592. During the year 271,435 British and Irish persons left Great Britain for non-European countries, as compared with 259,950 in 1903 and 295,922 in 1902. The figures numbered 174,1902. The figures numbered 181,599 in 1903 and 174,291 in 1902. Of the total number of native emigrants, English passengers formed 65 per cent., Scotch 14 per cent., and Irish 21 per cent., as against 68, 14, and 18 per cent. respectively in the preceding year. Of the total emigration 152,169, or 34 per cent., went to places within the British Empire, including 61,684 to British North America, and 23,273 to British South Africa. The remaining 301,708, or 66 per cent., went to various countries, including 29,945 to the United States, and 40,004 passengers to the United States, but a decrease of 7,898 to British North America, and of 30,546 to South Africa. Of the British and Irish emigrants, 119,504, or 44 per cent., went to places within the British Empire, 26 per cent. going to British North America, and 10 per cent. to British South Africa, and the remainder to other British colonies and possessions. Of those going to foreign countries, nearly the whole number came to the United States. The number of British and Irish emigrants to South Africa was only 26,818, as compared with 50,206 in 1903, and 43,206 in 1902. The number who proceeded to British North America, on the other hand, reached 69,651, as compared with 59,652 in 1903, a number itself in excess of any previous figures. A considerable increase is also observable in the number who came to the United States, these being 146,445 in 1904, as compared with 129,963 in 1903.

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CANADIAN NEWS.

New Professor For McGill—Fire in Tobacco Drying Plant. Montreal, June 2.—Clarence Morgan, of Burlington, Vt., formerly connected with the New York Central railway, and latterly treasurer of the Rutland railway, has been appointed professor of the new transportation department of McGill university. Fire. Granby, Que., June 2.—Fire broke out this morning in the Empire Tobacco Company's leaf and drying plant. Two large buildings were destroyed, one of them containing valuable machinery, and the other building several thousand pounds of leaf tobacco. The loss is covered by insurance. Haultain's Speech. Calgary, June 2.—Concluding his address at a banquet last evening, Premier Haultain said he was assured that the backward spring sent the roots deep and the later warmth has been most beneficial. The grain is now 24 inches in height and very uniform. One farmer has 90 acres in the same promise to make his fortune. He seeded it on the stubble last fall without even harrowing the land. Death Rate. Owen Sound, Ont., June 2.—At the meeting of the Grand Orange lodge yesterday, the secretary-treasurer reported that the death rate of the Orange Mutual Life Insurance Company was the heaviest of any society. The rate is ten deaths per thousand, while in other insurance concerns it did not exceed six deaths per thousand. A strict and honest medical examination of all risks, and adherence to impartial business principles. THE EQUITABLE LIFE. James H. Hyde Asked to Retire—H. C. Frick Has Resigned. New York, June 2.—Disputed claims of victory by the conflicting factions in the Equitable Life Assurance Society, and an apparent readjustment of interests, marked the meetings of the directors of the Equitable held to-day to pass on the report of the committee of seven, of which H. C. Frick is the chairman. The only results of the meeting, of which the official announcement was made, were the rejection of the report of the committee by a large majority, the resignation of Mr. Frick from the board of directors and the passage of the resolutions embodied in the following statement given out by the directors on the final adjournment of the meeting: "The board, after full discussion, and after replies on their behalf to the committee by President Alexander, Vice-President Hyde and Vice-President Tarbell, on the motion of Mr. Schell, adopted the following resolutions: "1. That a chairman of the board be created with plenary powers over all departments of the society; "2. That a nominating committee, consisting of D. O. Mills, John A. Stewart, A. K. Cassatt, T. Jefferson Colburn, August Belmont, J. B. Forgan and the chairman, be requested to report at a meeting of the board to be called on Wednesday next, a candidate for chairman. "3. That that meeting of the board the executive committee be reorganized and that appropriate amendments to the by-laws should be reported for submission to that meeting for the purpose of carrying out those resolutions; "4. That Mr. James H. Hyde be requested within three months to divest himself of the control of the stock of the society, on such terms and conditions as shall be satisfactory. "The board decided against the acceptance of the Frick committee's report by a vote of 24 to 13.

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against the accept- mitee's report by

S SPEECH.

With France Has e During War.

Lord Lansdowne, affairs, presided at vative agents to- toast of the health Lansdowne refer- fered for a renew- alliance, and said question would be neth the existing be- and France better present, said Lord the inner history months came to be ear that the good France had been nigrating the frie- h seemed inevit- r was progressing, reat hope of Great to secure peace in

and the necessity for and navy was il- hich had exhibited patriotism that all

AKS.

Race at Epsom— Started.

the race for the overages for three a mile and a half, day, and was won by the Earth and Amble third.

to be a hollow vic- Cherry Lass, who om the milk post, of the running and Six lengths separ- ed horses.

FEIGNED ILLNESS TO AVOID LIGHT

THE OBSERVATIONS OF A BRITISH OFFICER

Tells How Russian Warships and Military Forces Were Needlessly Sacrificed.

If Dr. Handyside, R. N., who is now on his way to London to report to the British admiralty includes in his formal findings some of the statements he makes in private, he will provide some of the most interesting reading ever perused by the war lords, and will do much to reassure those who have feared an invasion of India from the north.

Dr. Handyside was for several years in charge of the naval hospital at Esquimaut, and is recognized as an expert on matters of sanitation and hygiene. He was transferred a year or two ago to Hongkong, where he was employed in a medical way along similar lines to those followed by him at Esquimaut. Being near the scene of hostilities he was dispatched by the admiralty to join Nogai's army before Port Arthur, and to report on the Japanese methods of sanitation, etc., in the field.

In discharge of this duty he was fortunate enough to be present when Port Arthur fell, and naturally his interests and calling led him through the wards of the military hospital there. It was what he found there that forms the most interesting reading from a popular, if not from a medical, standpoint.

"I saw with my own eyes," he said, when speaking on the subject to a friend in Victoria when he was here a short time ago en route to London to report to headquarters, "between two hundred and four hundred Russian officers, and thousands of the military officers at Port Arthur who had not a scratch on their bodies. They feigned illness to escape the work and danger of the fighting."

"The Russian soldiers to those who were wounded, I saw twenty-five thousand Russian soldiers, well-armed, well-nourished and in good health march out and lay down their arms to Nogai's army of war-worn, ill-fed, and battered soldiers, whom by all rules of logic they could have resisted indefinitely. At the bottom of Port Arthur harbor I saw warships en masse, and a proper effort been made to do so."

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APPRECIATIVE WORDS.

Prince of Wales Endorses the Cadet Movement in the Empire.

The Weekly Dispatch, London, recently published an item which has a peculiar interest in connection with the cadet corps at the Victoria College. The Dispatch says:

The Prince of Wales, colonel-in-chief of the Royal Fusiliers (City of London Regiment) has opened the new headquarters in Poul street, Hampstead, of the 1st Cadet Battalion of the regiment. "I am glad to hear," his Royal Highness said, "that some of the cadets pass on to the regular army, but whether they choose a regular military career or not, you may depend upon it that the training in a battalion of this kind must prove beneficial to the moral and physical well-being of themselves and the community."

"During my visit to the colonies I was much impressed by the cadet movement, and I am glad to hear that it has attained some importance. "I believe that our brothers across the seas are right to encourage it, not with a view to sending them to the front, but to give physical training, discipline, drill, and instruction in the art of shooting, sufficient to make everyone feel that he has developed into a man, and that at all events he may be of some use, should his services ever be required, in the defence of his country."

ANNUAL CONVENTION OF THE KING'S DAUGHTERS—Sessions Yesterday Afternoon and This Morning.

Yesterday afternoon's session of the convention of the King's Daughters opened in the lecture room of St. Andrew's Presbyterian church at 2 o'clock, after a most enjoyable lunch provided by the "Ministering Circle." After devotional exercises, Miss Drury, of Cowichan, gave a short talk on faithful service to God and to each other.

After the report of the Dominion convention held in Toronto, some of the most important items before the number of members in the Dominion, \$250; \$15,684.21 raised in the Dominion in three years, while in Montreal the circle has a creche overseen by two different members each week; and also in Grace hospital, Toronto, have charge of one of the creches, these only being a few of the good work of the Daughters.

A paper by Miss G. M. Gomersy, of Montreal, entitled "Romance of the Commonwealth," was read by Miss Fawcett. It was full of useful suggestions, illustrating by the common acts of life have in them opportunities not only for usefulness but can be made stepping stones to the ideal life. The meeting then adjourned, and on invitation of Mrs. Hasell, the ladies visited the hospital and enjoyed tea, after inspecting the new Strathcona wing and other features of the hospital.

The third session was opened Friday morning by devotional exercises by Mrs. Croft and Mrs. Day, after which the roll call and minutes of Thursday's meeting were read. The meeting then adjourned, and on invitation of Mrs. Hasell, the ladies visited the hospital and enjoyed tea, after inspecting the new Strathcona wing and other features of the hospital.

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ANOTHER MEETING HELD AT NANAIMO

OFFICERS OF UNION EXPLAIN THEIR ATTITUDE

Member of Executive of United Mine Workers Says That Body Should Conduct Negotiations.

Nanaimo, June 2.—Judging by the action of the public meeting last night, called by the United Mine Workers to place the position of the miners before the public, that organization now considers itself in control of the situation to conduct any negotiations that may be made on behalf of the men. The open house was crowded, and the principal speakers, who were Thomas Burke, member of the national executive of the United Mine Workers, and John Hutchinson, president of district No. 10 of the same organization, stated that they were ready to appoint a committee to discuss with the Western Fuel Co. whether the company was justified in asking the ten per cent. reduction from the day men or the alternative of making them pay their own transportation to Protection Island shaft. Failing conciliation by this means, the Mine Workers were willing to submit the question to arbitration, the workers to choose two arbitrators, the company two more, these four to choose a fifth; the mine in the meantime to be opened, and the men to go to work. Any decision arrived at to date from the time the men went to work.

Mr. Burke stated that some time ago when he desired to interview Mr. Stockert on behalf of the men that gentleman absolutely refused to see him. He laid the whole trouble at the company's door. The grievances of the men began some time ago, when they were forced to pay for their domestic coal and their tools, and had the allowance for safety lamps withdrawn. The docking system whereby the men are suspended fifty pounds of rock is found in a box of coal was described as ridiculous. What the company had given was 2 1/2 cents of the price of powder, 2 cents of caps, one-half cent of a foot of fuse and \$1,000 given to the accident insurance fund, things so small as to be hardly worth mentioning.

The underground committee were to have called a meeting to submit this to the United Mine Workers said they were not in a position to do so. The manager Stockert of the Western Fuel Company, went to Victoria to-day.

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THE DEAL FOR E. & N. NOW COMPLETE

ONLY A FEW MINOR DETAILS TO BE SETTLED

Canadian Pacific Company Will Take Over the Land Grants as well as the Line.

Nanaimo, June 2.—The negotiations for the purchase of the E. & N. by the C. P. R. are completed with the exception of a few minor details. The company takes over all the land grant as well as the E. & N. A special man conveying W. White, second vice-president; Mr. Marpole, general superintendent; James Dunsmuir and other officials of both companies covered the road as far as Wellington this morning, returning to Ladysmith, where they embarked on the steamer "Astle" for Vancouver.

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Nanaimo, June 2

Weaver's Syrup and Cerate. Invaluable to cleanse the blood. Deas & Lawrence Co., Ltd., Montreal.

Pocal+Pews. Cleansing of City and Province of B.C. and Yukon by means of a Sulfurated Soda.

In the police court Saturday another member of No. 5 company, Fifth Regiment, C.A., was fined \$5 for not attending the parade on May 24th.

In the Saturday Evening Post appears a short story by Vincent Harper, of this city. The scene is laid in Victoria and Vancouver Island. It is entitled "Taken at the Flood."

Monkey Brand Soap removes all stains, rust, dirt or tarish—but won't wash clothes.

A fire broke out in the wood yard of Jones & Rosie at the foot of Johnson street about 10:30 o'clock Friday night. The fire department was called out and the blaze was quickly extinguished.

There seems to be no death of men who consider themselves qualified to fill the position vacated by the death of Warden John of the provincial jail. The applicants number well on to 150 at present. No appointment has been made by the government as yet.

The Tourist Association has agreed to bear the additional cost of erecting a breakwater on the Dallas road foreshore, at the foot of Montreal street, for bathing purposes. Plans for the pavilion have been prepared by Architect Hooper. As soon as the bay is in shape the work of building can begin.

All members of No. 6 company, Fifth Regiment, are reminded that they must shoot twice over the range before June 11th. The range will be open next Monday, Tuesday and Wednesday evenings at 5:30 o'clock, when markers will be provided for the company. There will also be shooting on Thursday evening and Saturday afternoon, when markers will be provided by the Rifle Association at the usual fee.

At the Friday night's meeting of Far West Lodge, No. 1, Knights of Pythias, officers for the ensuing term were elected as follows: C. C. Phil, R. Smith, V. C. W. J. Wright, Pres.; Dr. A. A. Hamber, K. of R. & S. Harry Weber, M. of W. D. Davern, M. of F. W. P. Smith, M. of F. of Exch., Secy.; S. A. Rodgers, M. at A. H. Murray, I. G. H. Caldwell, O. G. J. W. Elliott. The K. of P. in this city will hold their annual decoration day on Sunday, June 12th.

At the provincial assay office gold is coming in steadily. There are from 15 to 20 tons arriving each week. These are of varying values. As yet the Yukon has not begun to ship. The shipments are from Coast points, Cariboo, Cassiar, Omineca, Atlin and other parts of British Columbia. The gold receipts are not all confined to British Columbia, but a large amount is shipped to the United States capital at Ketchikan by shipping steadily. This mine is sending its concentrates to Ladysmith smelter and the gold to the provincial assay office.

On Saturday Mr. Walter Anderson and Miss Agnes Harris were united in marriage at the residence of the bride's brother-in-law, Mr. A. E. Wade, Russell street, Victoria West. The ceremony was performed by Rev. W. Leslie Clay. Only the immediate friends of the bride and groom were present at the ceremony, which was performed at a very early hour in order to permit of the bridal couple taking the Princess Victoria on the initial steamer trip. Mr. and Mrs. Anderson will spend some time in the East before returning to Victoria to take up their residence.

St. G. Henderson is busy shaking hands with his friends on his return from a most successful business trip to New York, Montreal, Toronto and other large eastern centres which he visited during the past few weeks, consequent upon his soon-to-be opened gentlemen's furnishing department in the city. Mr. Henderson describes in glowing terms the magnificent run across the continent by the C. P. R., and says things are expected to be better.

Martyrdom Described. KINGSTON MAN TELLS HOW HE SUFFERED AND HOW HE WAS RELEASED.



"For years a martyr," is how Chas. H. Powell, of 105 Raglan street, Kingston, begins his story. "I was a martyr to chronic constipation, but now I am free from it and all through the use of Dr. Leonard's Anti-Pill."

tremely lively in the East, but he is most favorably impressed with Victoria and its future. In fact he is more in love with the city than ever before. During his visit he purchased a thoroughly up-to-date stock for his new venture, and is now superintending the necessary alterations to the premises at the corner of Government and Broughton, where he will open business about the 15th of September.

All members of No. 2 company, Fifth Regiment, are requested to do their class firing at once, as scores must be in by 10th inst., otherwise they will be unable to draw their annual drill pay.

There is every reason to believe that the negotiations between the C. P. R. and James Dunsanuir, looking to the acquisition of the railroad and land grant by the big transcontinental corporation, will be completed in a day or two at the outside. The solicitors for the principals are continually at work completing details.

Ysaya, the celebrated violinist, will not appear at the Victoria theatre this season as he is originally contemplated. Next year he will probably play here, and on that occasion he will be accompanied by M. Webeve, a young Belgian pianist who is regarded as a very promising artist.

Rowland Brittain, patent attorney of Vancouver, sends the following account of a patent recently issued to a British Columbia inventor: Archibald Stewart, moulder, New Westminster, recently received a Canadian patent on an improved stove invented by him and designed to effect a greater economy of fuel, and more uniform results than can be attained in a stove of ordinary construction.

A private letter received from a Victorian in Dawson on Monday contains a number of interesting items regarding the northern metropolis. The river, the writer states, opened on the 19th, and the ice run of several days did no damage. The first boat arrived on the 18th from Hootalinqua. Lako Lebarge was expected to be open about the 20th. The Creek railroad has a few men at work blasting for their line near Dawson. They expect to have it in operation this summer. The estimate of the year's clean-up by conservative men is \$7,000,000. No word has yet been received regarding the Tanana clean-up, the result of which is awaited with much interest. The season is about two weeks behind previous years with cold and changeable weather.

A rather unique accident occurred at the Driad hotel on Monday. A gentleman who had business with the clerk upon leaving the office room of the hotel made the extraordinary mistake of walking through one of the plate glass windows. His only injury was a cut hand. The mistake is a compliment to Proprietor Harrison on the cleanliness of his window.

The funeral of Thomas Cox took place Sunday afternoon from the residence of Mrs. L. E. Gordon, No. 6, Madure street, at 2:15, and at Christ church cathedral at 2:30 o'clock. Services were conducted by Rev. Canon B. Macdonald at the church and graves. There was a large attendance of friends and many beautiful floral emblems. The following acted as pall-bearers: W. Mistry, J. Knappett, A. Boyce, A. Peterson, C. Godley and L. Walton.

A J. Dallain in receipt of the appended self-explanatory communication from Rev. A. St. John Milmay, of Vernon College, Vernon: "Enclosed express order for \$1.60, being the contribution of Vernon Boys' College to Clive Phillips-Wolley's fund for the lethal chambers, for which you have kindly undertaken to collect. The names of the donors are: A. H. Aitken, 25c.; Ernest Aitken, 25c.; Rev. A. St. J. Milmay, 50c.; Mrs. St. J. Milway, 50c. Total, \$1.60.

The annual mobilization of the coast troops will take place three weeks hence. The plans are not yet definitely settled, but it is expected that the local soldiers will embark on Saturday, June 24th, on the steamer Victoria, which will convey them to Victoria direct, where they will go into camp at Oak Bay with the Victoria contingent. The period of training will be concluded on the following Monday, and the regiment will again embark for Vancouver, sleeping on board and arriving here in time for business on Tuesday morning."—Vancouver World.

The death occurred on Sunday afternoon at the family residence, Esquimalt road, of William Young, a native of Willwall, Kent, England. Mr. Young came to Victoria on H. M. S. Zealandia, and was employed about the Esquimalt drydock for sixteen years. He leaves a widow and two daughters, Mrs. W. J. Richards and Miss Emily Young, and six sons, John, Thomas, William, Edwin, Frank and Frederick. The funeral is arranged to take place from the residence on Wednesday afternoon at 2:15, and at St. Paul's church, Esquimalt, at 2:30 o'clock, the interment taking place at Ross Bay cemetery.

On Monday Sheriff Richards performed a civil marriage. The groom was Mr. Elmer Elsworth Williams and the bride Miss Josephine Patricia Watt, both of Seattle.

The steamer Spokane on her first excursion trip to Alaska for the season will be in Victoria on June 12th. All the accommodation on the vessel is taken up on this trip. The Spokane will remain in Victoria from 4 o'clock in the afternoon till 9 in the evening.

Andrew Blyth, who conducted a dry goods business on Government street up to a few weeks ago, has opened up a furniture emporium on Wharf street. He has just received a handsome line of quarter cut and solid oak and mahogany furniture, which he is offering at very low prices. The furniture is of the highest grade and is from the best furniture factories of the East.

The Britannia Mining Company has purchased property lying between Bellefleur and Quebec streets. It is understood that \$5,000 has been expended in securing this site, on which it is intended to construct an office building. As far as can be gathered, the structure will be sufficiently large to accommodate

officials of that company besides allowing a considerable number of apartments for renting purposes. Hon. B. Dewdney, who purchased the property on behalf of the company, is now in Vancouver. Work, it is stated, will commence immediately.

Over two hundred people attended the flower service held on the grounds surrounding the Provincial Royal Jubilee hospital, Sunday afternoon. The services were conducted under the auspices of the Daughters of Pitt, who were responsible for the arrangements of an excellent and appropriate musical programme. Vocal solos were rendered by Herbert Kent, Wm. Hicks, Mrs. Gideon Hicks and Mrs. Standand, while Jesse Longfield gave a violin selection, and Arthur Longfield presided at the organ. After a splendid address by the Lord Bishop of Columbia three hymns were rendered by those present. The flowers presented were distributed throughout the different wards of the institution by the Daughters of Pitt.

The work of improving the local B. C. electric tramway system proceeds apace. The new line from the Esquimalt road in the neighborhood of the B. N. W. crossing up to this a gang of men is employed completing ballasting of the road-bed of the Gorge track. In connection with the opening of the tunnel at Lake Beautiful, Vancouver, to which Mayor Barnard, members of the aldermanic board and other Victorians have been invited, it is announced that a special boat has been designed to effect a greater economy of fuel, and more uniform results than can be attained in a stove of ordinary construction.

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"The Great Foot Doctor" Foot Elm—Many Imitate but None Equal. "The Foot Rest for Tired Feet." "Foot Elm Fixes Faded Feet." STOTT & TURV, Bowmanville, Ont.

HANLON DEFEATED "YOUNG CORBETT"

AWARDED FIGHT AT END OF TWENTY ROUNDS

Contest Was Exciting Throughout, and Winner Outfought Favorite in Last Few Rounds.

San Francisco, June 3.—Eddie Hanlon fought "Young Corbett" to a standstill here last night during the last few rounds of a 20-round contest and got a hard-earned decision from Referee Hogan at the end of the 20th round.

The fight was an exciting one from start to finish. During the first part of the contest Hanlon had a slight advantage, but no harm was done to either man until the 11th round. Then Hanlon rushed Corbett to the ropes, but the Denver man stalled Hanlon off and blocked a number of stomach punches. Corbett got to the centre of the ring and in a mix-up put left and right swings on Hanlon's jaw. Hanlon went to his knees, and took the count of nine. He came up fighting and in spite of Corbett's strenuous efforts to put him out he finished the round strong.

THE DUKE OF SUTHERLAND

Pays Visit to Vancouver—Will Stop at Several Points on Way East.

A representative of the World who called at the Vancouver hotel Friday night was enabled to hold a most interesting conversation with the Duke of Sutherland, says the Vancouver Herald. His Grace, who, in appearance, is strikingly good looking, is of medium height with a well-trimmed short beard tinged with grey. Striking light blue eyes, combined with a quiet, unassuming manner are characteristics observed in this powerful British landowner.

The Duke, who has always been remarkably fond of travel, observed that he was undertaking the present tour for reasons of pleasure only. He is accompanied by Ernest Chaplin, whose brother married His Grace's sister, and the tour which they have undertaken will involve an absence from England of about two months. William Whyte, vice-president of the C. P. R., is acting as cicerone to the party, which proposes making a stay for a few days in Vancouver before they leave for the East, breaking the journey at several places of interest in this province as well as in the prairies.

The Duke, who arrived after a most comfortable journey from the coast, Friday on Mr. Whyte's private car, expressed himself as delighted with the coast scenery. This is the second time he has visited Vancouver, having been through in 1903, when his enjoyment of the scenery made him look forward to a second visit. A desire to be in England before the prorogation of parliament will unfortunately curtail the length of his stay in Canada, and the return passages have been reserved on the Baltic, which sails from New York towards the coast of Vancouver, by the many inquiries noted as having been effected since his last visit.

His attention being called to the loss of the by-election at Whitby, England, by the Conservative and Protection Party, he observed with a smile that no great enterprise has ever succeeded in overcoming the well-known conservatism of the English voters at the first instance. When, as Lord Stratford, he was in the House of Commons, as the Liberal member for the city of Sutherland, from 1874 to 1880, like the majority of British land owners, he disapproved Mr. Gladstone's home rule scheme for Ireland and adopted the Liberal-Unionist's policy. On the inauguration of Mr. Chamberlain's "free foot" campaign, the Duke became his most ardent—perhaps his most influential—supporter. Not only by the lending of his great name, but also by his personal support on the platform, has he assisted the Liberal Unionist cause in his uphill and arduous task. His Grace recognizes now that, for the present at any rate, but little hope exists of convincing the British public of the advisability of taxing imports, though that the white whale of his navy by seamen of Asiatic origin.

While expressing his horror of the gruesome incidents of the sea fight, as recorded in Friday night's World, he dwelt on the extraordinary ability displayed by Admiral Togo in the completeness and secrecy of his tactics. One could not fail to observe, though, that the predominant feeling in his mind was a pity for the awful downfall of Russia's last hope.

An inquiry followed as to the truth of the rumor which reached the Duke, of Lord Kitchener's resignation from the commander-in-chiefship in India. His Grace, who is a warm personal friend of the famous soldier, was much relieved at hearing that the rumor was untrue. He discovered no truth whatsoever in the canard, doubtless emanating from anti-British sources in St. Petersburg circles.

The Duke of Sutherland, who is in the city on business of importance. He is a guest at the Dominion.

REPORTED DEAL IN STEAMER CIRCLES

RUMORED TRANSFER OF SOUND VESSELS

Princess Victoria's Service Has Been Classified Under Coasting Regulations—Along Waterfront.

A report comes from Puget Sound to the effect that the steamers Rosalie and Whatcom have again changed hands, this time being transferred to what is known as the International Steamship Company. These vessels formerly were the property of the Puget Sound Navigation Company, but were last year turned over to E. A. N. S. S. Co. The object of this last transfer is not apparent at the present writing, nor is it known what bearing the deal will have on the recent arrangement entered into between the former management of the steamers and the C. P. R. Company.

This agreement was a mutual one entered into at Montreal a few months ago. It provided for the temporary withdrawal of the Princess Beatrice from the route until the first of the present month, when the service was to be resumed by the Princess Victoria and the suspension of operations, in so far as the Victoria end is concerned, by the owners of the Alaska Steamship Company during the coming winter months. By the arrangement, too, a standard passenger rate was fixed, and all has gone merrily until the present, at least as far as appearances go. Both companies have a pretty good knowledge of how the working of the new system goes now, and if the reported transfer brings about any changes it will doubtless be made known very shortly.

The exact nature of the agreement entered into between the two companies has never been made known, except in so far as it applies to the working of the ships, but it is thought that the contract has no real permanency—that it is a mere mutual understanding reached between the different parties.

The Alaska Steamship Company own a large fleet of steamers, and significance attaches to the present transfer from the fact that the Rosalie and Whatcom were the only steamers operated on the Victoria run. The Whatcom has now to compete with the Princess Victoria, and that her owners keenly feel such competition can hardly be gainsaid.

TRAIN WRECKED

Locomotive Knocked Into River by Rocks and the Engineer Drowned.

Spokane, June 3.—Eastbound passenger train No. 2 on the Great Northern was wrecked near Vancouver, Friday afternoon. The wreck was caused by rocks sliding down and showing the engine into the river. The engine was completely submerged in about thirty feet of water. The train and two baggage cars went off the track and part way down the bank.

The freeman on No. 2 says he noticed the rocks coming down and shouted to Engineer Peter Brokaw, who applied the emergency brakes, but the rocks came on and hit the tender, throwing the engine into the Kootenai river. Engineer Brokaw was washed out of his cab by the swift current and tried to swim to shore, but the current being very strong, and no rafts or logs being available, he sank in sight of about 300 passengers on his train.

The freeman, A. C. Baumaster, was saved from drowning by John Ross, a young boy, who was beating his way on the engine. The boy was on the back of the tender and jumped up on the car, but the freeman was caught under the water. The boy took a shovel, pulled Baumaster out and pulled him to shore with the shovel. The freeman and mail clerk, Philip Lang, are badly hurt.

The work of clearing the wreck was started at once and the line was opened about midnight. No passengers on the wrecked train were injured. Engineer Brokaw, who was 50 years of age, was one of the oldest engineers on the Great Northern, and it is reported he carried the first work train on the Great Northern in Minnesota.

CAMP ARRANGEMENTS

Fifth Regiment Will Parade at 10 a. m., Sunday, 11th Inst.—Promotions Approved.

Lieut.-Col. Hall, commanding the Fifth Regiment, has issued the following orders: The following men, having been attested, will be taken off the strength of the regiment from the date hereafter mentioned, and will assume the regimental number opposite their respective names: No. 207, Gr. E. Logan, May 31st; No. 277, Gr. Harry E. Coates, May 29th; No. 292, Gr. Arthur Penketh, May 29th.

The regiment will parade at the drill hall on Sunday, June 11th, at 10 a. m. No leave will be granted from this parade. Dress, field day order. Forage caps to be carried on right shoulder strap. Great coats banderole.

Those men wishing employment as police drivers called will report to the adjutant at the drill hall on Wednesday, June 7th, at 8:30 p. m.

See Our Delicatessen Department

Table listing various delicatessen items and prices: ROAST VEAL, Sliced to Order, per pound... 40c; ROAST PORK, Sliced to Order, per pound... 40c; HAM SAUSAGE, Sliced to Order, per pound... 40c; BOILED HAM, Sliced to Order, per pound... 35c; PICKLED PIG'S FEET, each... 5c; POTATO SALAD, per pound... 20c; LAMBS TONGUES, per pound... 40c; HEAD CHEESE, per pound... 15c; LIVER SAUSAGES, per pound... 15c; FRANKFURTS, per pound... 15c; SAUERKRAUT, per pound... 10c.

Dixie H. Ross & Co. Progressive Grocers

EAT B & K OATS FOR BREAKFAST. CHEMICAL ANALYSIS conclusively proves that oats in the form of ROLLED OATS contain more nutritive value than ANY OTHER PREPARED CEREAL. The only edible portion of the oat is the kernel or groat. The presence of husks, black specks, or bitter flavor is a sure sign of careless or unscientific manufacture. WE GUARANTEE every sack of B. & K. OATS to contain absolutely: "All the Groat that's in the Oat And nothing else beside." NO HULLS. NO BLACK SPECKS. NO BITTER FLAVOR.

The Brackman-Ker Milling Co., Ltd.

GARDEN TOOLS AND LAWN MOWERS

THE HICKMAN TYLE HARDWARE CO., LD. 32 and 34 Yates Street, Victoria, B. C. P. O. DRAWER 613. TELEPHONE 66.

spring salmon was beginning, and some small catches had been made.

On the way up the Beatrice landed at Queen Charlotte Islands a party of prospectors who embarked at Vancouver. Among the passengers who returned by the steamer were W. H. Dempster, of this city, who was interested in the dog fish industry at Skidegate; Mrs. T. Baxter, wife of the provincial boiler inspector, also returned from the north on this trip; Miss Spencer, a nurse in the Port Simpson hospital, who came down to spend a holiday in Vancouver and Victoria.

NORTHERN MACHINERY

The steamer Henriette is loading a lot of heavy machinery at Vancouver for northern mining camps. A large portion of her cargo will consist of dredging machinery belonging to the Bonanza Basin Gold Dredging Company. This plant, when set up will be the largest in the Yukon, and the second largest in the world. The Henriette is taking up the knocked-down hull of a gold dredge owned by the Brenner-Rothchild Company. This hull was built at the yards of the Pacific Coast Lumber Company, Cord Harbor, and no less than 240,000 feet of lumber entered into its construction. Some of the timbers are exceedingly massive.

CHART RESPONSIBLE

As soon as the repairs to H. M. S. Egeria are completed the ship will return to the survey work which she was forced to temporarily abandon because of the accident. The vessel struck a rock which was marked on the chart at a depth greater than that in which the ship found it. It was therefore the responsibility of the chart which was responsible for the mishap.

THE KING OF SPAIN

Welcomed to England by the Prince of Wales on Behalf of King Edward. Portsmouth, Eng., June 5.—The King of Spain arrived here today from Cherbourg on the British royal yacht Victoria and Albert. The yacht was accompanied across the channel by an escort of British cruisers and torpedo destroyers.

The royal visitor was welcomed at the British naval headquarters by an array of warships which fired a royal salute. The young King, who wore the uniform of a British general, with the ribbon of the Order of the Garter, stood on deck evidently keenly enjoying the spectacle in spite of the fact that it rained. The Prince of Wales, representing King Edward, awaited the yacht at the quayside, and immediately after the gateway was run up he went on board the Victoria and Albert, and welcomed by the Spanish ruler. Their respective suites were then introduced and subsequently the mayor and corporation of Portsmouth presented His Majesty with an address of welcome.

King Alfonso, who was the first King of Spain who has ever landed in England, inspected the guard of honor in a drizzling rain and subsequently took

a train for London amidst the firing of a salute. Arrival in London. London, June 5, 4:33 p.m.—The King of Spain arrived in London this afternoon. He was welcomed at the railway station by King Edward. The royal visitor was accorded the heartiest reception the whole length of the route. No untoward incident marked the event.

TEMPORARY INJUNCTION

Has Been Obtained by Baseball Club Manager Against President of League.

Boston, Mass., June 5.—A temporary injunction against Henry C. Pulliam, president of the National League of baseball clubs, was issued by Justice Shelton, of the Supreme court here today, in favor of John J. McGraw, manager of the New York National league club. The order restrains Pulliam from enforcing a suspension and fine recently imposed upon McGraw, pending a hearing to be held at a later date.

C. E. Drabble, of Seattle, is spending a few days here on business and is staying at the Victoria. BIRTH.

MACKAY—At Nelson, on May 31st, the wife of J. A. Mackay, of a son, MARRIED.

PUMFREY-VIGELIUS—On the 1st inst., at the residence of the bride's parents, 105 Pandora street, Nelson, the eldest daughter of Mr. and Mrs. Vigelius, to Mr. Walter Pumfrey, of Vancouver.

DEWILLIERS—At the Centennial Methodist church, on Thursday evening, June 1st, by Rev. J. P. Westman, the pastor, George W. Deaville, son of Mr. and Mrs. Wm. B. Deaville, Victoria, to Fanny Grace Carlson, daughter of the late Mr. Ralph Carlson and Mrs. Carlson, Victoria.

WICKENS-BREEZE—At Vancouver, on May 31st, by Rev. W. E. Pescotti, Charles A. Wickens and Miss Ethel M. Breeze.

SMITH-KILGREN—At Vancouver, on May 24th, by Rev. R. J. Wilson, Alfred G. Smith and Miss Anna A. Kilgren.

MAIN-PURDY—At Armstrong, on May 24th, by Rev. A. E. Roberts, Reginald W. Main and Miss Josephine Purdy.

MINTOSH-LAW—At Vernon, on May 25th, by Rev. J. H. Wright, Daniel John McMillan and Miss Josephine Law.

KNOX-DICKSON—At Vancouver, on June 1st, by Rev. R. J. Wilson, Dr. W. J. Knox and Miss Isabel Dickson.

London, Chamberlain

had got so far as to be as nervous as a cat. London, Sch was through sympathy as a able institu than half importance widepread researches need hand much emp work acbie withstandi resources v means. In trained over lectures, but the plague ravage trou scourge of spend his i Though the begining of tropical di how much Chamberla on this gre immediate The incre army and becoming given rise and seeing the regular time the w as one to b is well kn age old on better kno court. Th officers un number of the authori pay—an off to attract age old on irksome fr up; and d quency of impossib tration of found in Birch, No appeared court. Th the ranks that his p due to the which the r sult was l enders. pect that their who should a ficient to This year a naval y of the direc naval exi son cente the year of friendship Britain a

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# Our London Letter.

London, May 11.—Admirals of Mr. Chamberlain were glad to see that he had so far recovered from his recent illness as to be able to be present at the important function as the honoree of the London School of Tropical Medicine. It was through Mr. Chamberlain's active sympathy and support that this admirable institution was founded, not more than half a dozen years ago. The importance to the British Empire of the widespread and far-reaching studies and researches of the members of this school has been happily emphasized. But too much emphasis cannot be put on the work achieved by the institution, notwithstanding the fact that its financial resources were not manifold. In the educational field it has trained over 500 students, not merely by lectures, but by actual demonstration of the plagues and fevers which annually ravage the tropics, and are the scourge of the white man who has to spend his life in these parts of the globe. Though the school so far is but in the beginning of its scientific enquiries into tropical diseases, it has already shown how much the future will yield. Mr. Chamberlain's appeal for funds to carry on this great work should meet with the most liberal and generous response.

The increasing shortage of officers in the army and the fact that resignations are becoming more frequent every day, has given rise to much comment recently, and seeing that there are 4,000 gaps in the regular and auxiliary forces, it is time the war office accepted the problem as one to be solved before any other. It is well known that this deficiency has been steadily growing, and what is still better known is the fact that there is no chance of an increase in the number of officers under present conditions. For a number of years the object of those in authority has been seemingly to increase the pay—an object that is hardly likely either to attract new candidates or to encourage old ones. If soldiering is made too irksome for the rich man he will give it up; and on the other hand, the inadequacy of the pay makes it practically impossible for the poor man. An illustration of the truth of this is to be found in the case of Capt. Ronald Birch, Norfolk Regiment, who recently appeared in the Colchester Bankruptcy court. This young officer had risen from the ranks and his present insolvent condition was due to the fact that he could not meet his expenses out of his pay, and the result was he had to borrow from money-lenders. It is a common error to expect that men who are willing to devote their whole time to their profession should at least be allowed an income sufficient to maintain that position.

This year promises to be in all respects a naval year, and acting on this supposition it was a wise move on the part of the directors of Earl's court to have naval exhibits there are too important naval events coming on viz., the Nelson centenary and the interchange of visits between British and French fleets. It is a coincidence that the French fleet that the friendly visit of the French fleet to our shores should be in "Nelson's year" of all others, but with the new friendship that has sprung up between Britain and its near neighbor, both sides

can afford to forget old scores. All things considered, however, it is not surprising that the naval, shipping and fishery exhibition at Earl's court promises to be a decided success. Its formal opening by the Lord Mayor, attended by the sheriffs in civic robes, was rendered particularly auspicious by the fact of its being the first day of real summer weather that has yet made its appearance in our midst, and as a result, the attendance was extraordinary, the whole of London blossoming forth in all its finery. The superlative attraction of the exhibition this year is the piece in the Empress theatre, called "With the Fleet." There have been many fine shows at Earl's court, but none to equal this trip down the river on a full blown cruise. The ship is found and the watches kept in full man-a-war style, and the illusion of the moving scenery, coupled with the firing of guns, etc., the movements and drilling of the Jack Tars and marines is complete. It was voted on every hand a triumph of delightful entertainment.

The declarations made by Mr. Balfour in his speech on the subject of our national defence, which has been so anxiously looked forward to, were such as to set at rest the mind of the most confirmed pessimist with regard to this country. The Prime Minister's statements were so emphatic that they quite dispelled the favorite bogey of the scaremongers, viz., that the enemy would march on to our eyes, during the past few months. It is a comforting fact to learn that these islands are absolutely secure from any invasion that India, too, is perfectly safe, unless we permit Russia to construct a railway across Afghanistan. But, as the Prime Minister pointed out, any attempt on Russia's part to begin an invasion would mean war, and such being the case, the most credulous of the scaremongers will hardly be inclined to believe that Russia has any designs on the British Empire. The question, then, of our national defence, resolves itself into one of sufficient naval force. Mr. Balfour proved conclusively in his able and eloquent speech that so long as we have command of the sea there is nothing to fear. The naval problem, therefore, ranks first in importance, and its solution is the only one that must occupy the minds of English statesmen in the consideration of our national defences.

London is changing so rapidly that the man who knew only the Strand of last year would scarcely recognize it today. The habits of London, too, are changing, and in nothing so much as in its adoption of hotel and restaurant life. This hotel and restaurant habit is growing upon us in spite of ourselves, and we are becoming Parisianised and Americanised. Such immense strides have we made that palaces like the Carlton, the Cecil and the Grosvenor have sprung up in comparatively short space of time, each one of which has struck some new note of luxury and convenience. The latest on the list is the new Gaiety, which commences its career in the restaurant world this week. With more than usual literalness the new Gaiety hotel and restaurant has arisen from the ashes of the old one. The exterior has been treated in the Florentine period of the Italian

renaissance, and it is a handsome addition to the other beautiful buildings which are springing up so rapidly in the Strand and its neighborhood. An interesting reminiscence of old gaiety days is evidenced in the naming of three of the new dining rooms after former favorites of the boards—"Nellie Farren," "Kate Vaughan" and "Fred Leslie."

The return of the King to London and the reassembling of parliament was the signal for the opening of the London season, and those "in the swim" have begun to take their yearly plunge into the tide of gaieties. The opera is in full swing, with a distinguished audience to witness each performance. The park, too, is crowded with fashionable throngs in the afternoon, both walking and driving, as also in the morning, when well known and prominent figures in the political and social world may be seen taking an early canter in the Row. The sudden change in the weather, from bleak winds and rain to bright, warm sunshine is responsible for an unusual amount of outdoor activity, and the traffic in the regions of Regent street, Bond street and surrounding neighborhoods is such as to appal even stout-hearted policemen. London is wearing her gayest garb, throwing aside for the nonce her wonted staidness of demeanor, and hansom cabs and motor cars, and high-stepping carriage horses dash along through our West End thoroughfares, giving a pleasant air of bustle and excitement to our sober London streets that is quite a relief after the dullness of the winter.

With the three-quarter length sleeves, gloves become of first importance, and it is not surprising that there should be a number of new and fantastic designs. Whether they will "catch on" is quite another thing, for in the matter of hand an foot wear English people are very conservative, and any departure from the recognized forms in either the gloves or shoes is not eagerly adopted. The new long gloves have insets of rare lace to the elbows, and superb embroideries on the wrists and knuckles, and are occasionally introduced for ornamentation. There are also new designs in suede and kid mittens, but these cannot be said to be altogether successful, and are not likely to be much worn. Many efforts have been made to make mittens popular, but they have always failed, the reason being, very likely, that so few people have hands large enough to show any advantage garbed in these dainty trifles. The most successful of the novelties in the glove line will, one is inclined to think, those which have the long narrow, hand-meet-with-a-design of the much favored broderie Anglaise. None of these new fashions have been adopted, so far; at least not by the multitude.

During the past few weeks there have been many discussions on the subject of the crinoline and feminine fashions, and the thought of this much abhorred fashion again creeping into favor, but there seems to be no foundation in fact for the rumor. It has been generally declared that this hideous fashion was introduced into some of the trousseau gowns of the future Crown Princess of Germany, but Parisian dressmakers have set their minds at rest on this point, and declare that such is not the case.

heads of the 10 masts 10 cars hang by steel pendulums 10 feet long, and as the whole structure rotates the 10 cars fly outwards and attain a diameter of 150 feet or more as may be desired. This great machine is to be erected and operated in a most conspicuous position at the Portland fair. It has been built from the plans of Jas. K. Rebbeck, consulting engineer and inspector of the works of the constructive designer of the machine, R. H. Casswell, of Vancouver, being the patentee.

Although many intricacies of construction are involved, great simplicity has been attained, and the ease and rapidity with which the machine may be completely dismantled and re-erected is conspicuous. Sixty people may sit in the pendant cars and be swung through the air at 30 miles-an-hour, while 60 more less venturesome may take seats on the platform.

On Saturday afternoon a most satisfactory trial was carried out by Messrs. Bullen and staff at their works, everything working to perfection. Every man engaged on the construction vied with his neighbor in the speed with which the cars, all being enthusiastic and confident of results. The work has been well carried out, and is a credit to all concerned, and is fair to be a most successful venture.

## "BRITISH COLUMBIA WEEK"

Will Be Special Feature of Big Exposition at Portland.

There will be a "British Columbia week" at the Portland exposition commencing Monday, July 3rd, and ending on Saturday, July 8th. The attention of British Columbians is drawn to this feature in the following correspondence communicated to the provincial press by Hon. F. F. Eulogius, Provincial Secretary's Office, Victoria, May 26th, 1905.

Sir—I enclose herewith a copy of a letter addressed to His Honor the Lieutenant-Governor by the President of the Lewis & Clark Centennial Exposition. You will observe that the latter states that the exposition management has set apart the period commencing Monday, July 3rd, and ending Saturday, July 8th, as British Columbia week. As this will be of interest to a great number of people in the province, it has occurred to me that the best way of bringing it to their notice would be through the newspapers, and I would therefore ask you to kindly mention the same in some way in your columns, so that it may be brought to the attention of your readers and the residents of your neighborhood.

I have the honor to be, sir, your obedient servant,  
FRED J. FULTON,  
Provincial Secretary.

Office of the President,  
Portland, Ore. April 17th, 1905.

Sir H. G. Joly de Lotbiniere, Lieutenant-Governor of British Columbia, Victoria, B. C.

Dear Sir:—On behalf of the Lewis & Clark Centennial Exposition, I take pleasure in stating that, with a view of doing honor to the great province of British Columbia and organizing a systematic movement by which the people of the various communities in the province might be brought into contact with the various educational advantages and other attractions at the exposition, the exposition management has set apart the period commencing Monday, July 3rd, and ending Saturday, July 8th, as "British Columbia Week." Separate days in the week can be designated by municipalities of the province or their respective representatives at the exposition. A "Dominion of Canada Day" has already been arranged for Saturday, July 8th.

This plan meets with your approval and would secure the issuance by you of a proclamation a month in advance of the suggested period, calling the attention of the people of British Columbia to these auspicious days, and the gradual improvements and evolution to the present time. The remarkable strides in naval architecture are portrayed by types of vessels of all kinds beginning with the ancient galley, then the frigate, monitor, ironclad and finally the majestic battleship that now rides the waves. There is a world of instruction to be gained from this building, which is the daily centre of attraction for thousands.

The foreign exhibition, and other buildings are equally well laid out and equipped. Mr. Smith did not have time to take in all these, but he did see the side attractions including the various villages, the auxiliary shows and the thousand and one features which which a fair could hardly be considered complete. Victoria has contributed to the unique amusement department in the shape of "The Giant Wheel," a machine that has just been completed at the works of the B. C. Marine railway at Esquimalt, on the order of the Giant Wheel Amusement Company of Vancouver.

In principle it is a combination of the fair roundabout and the "giant strides" of the playground, but differs entirely in construction and proportions from both. It consists of a great rotating platform 66 feet in diameter, upon which are planted in a circle 10 masts nearly 90 feet high and all joined together by suitable framing and made to rotate together with the platform, which is carried upon a number of wheels revolving between circular tracks. From the

top and north side of the divide alluded to. To the north and immediately adjoining the Mabou are situated the Enterprise and the Neepawa. To the south, again immediately adjoining the Mabou, is the Speculator, and in a direct line beyond and contiguous to, is the Arlington, from which mine much ore has been shipped in the past, and from which much has been expected, but which at present is not working to any great extent.

The whole hillside on either side of the divide is seams with silver veins. The veins of the Speculator, the Enterprise, the Neepawa and the Arlington have numerous off-shoots.

The Arlington veins run northerly under way today. A committee of five, and over the Mabou, in the middle of which property it is joined by the Enterprise vein. The Arlington lode is a vein which carries in width from 15 to 20 feet. On the Speculator it has a general average of 35 feet, but on its junction with the Enterprise on the Mabou its breadth is upwards of 80 feet. The ore is the ledge matter, and is found at least wide at this point, but occurring with bands of barren rock between, several inches of the ore and then several feet of barren rock, and so on, the resort to sorting under the present conditions where nothing under 100 ounces



## LILIES OF HEALTH AND BEAUTY.

The "Jersey Lily" Talks of Health and Beauty.

IN a recent interview with Mrs. Lily Langtry, she very wisely said: "The fact that I believe in the superior force of mind over matter does not blind me to the truth that the foundation of every successful life is good health; that the keystone to physical beauty is perfect physical health."

"A sick woman cannot be a beautiful woman, nor can she be anything but what English call a poor-spirited woman. A great extent of a woman's beauty is proved by her vitality—by her health."

"Work, Sunshine, Exercise, Water and Soap, Plain, Nourishing Food, Lots of Fresh Air, and a Happy, Contented Spirit—these, as you say, 'honest and true,' is my working rule for youth, youthful spirits and youthful looks."

## THE AMERICAN GIRL.

As a rule the American girl lives up to the rules as laid down by Mrs. Langtry, and that is why she has carried off the palm for attractiveness in most of the European capitals. The famous woman's specialist, Dr. Pierce, of Buffalo, N. Y., has always advocated for women's happiness absolute freedom from care and anxiety. At least eight hours' sleep out of every twenty-four, in addition a short nap in the middle of the day if possible. Simple in-door exercises or brisk walks in the out-door air. For some this is impossible, and many are confined to a continuous indoor life because of disease of the womanly organs. To this is offered

**\$500 REWARD**  
If they cannot be cured of Leucorrhoea, Female Weakness, Protrusion or Falling of Womb. All the manufacturers ask is a fair and reasonable trial of their means of cure.

The financial responsibility of the World's Dispensary Medical Association and makers of Dr. Pierce's Favorite Prescription, is well known to every newspaper publisher and druggist in the United States, with most of whom they have done business for over a third of a century. No other medicine for the cure of women's peculiar ailments is backed by such a remarkable guarantee. No other medicine for woman's ills is possessed of the unparalleled curative properties that would warrant its makers in publishing such an offer; no other remedy has such a record of a third of a century of cures on which to base such a remarkable offer.

## HOW TO KEEP YOUTH AND BEAUTY.

One great secret of youth and beauty for the young woman or the mother is the proper understanding of her womanly system and well-being. Every woman, young or old, should know herself and her physical make-up. A good way to arrive at this knowledge is to get a good doctor book, such for instance as "The People's Common Sense Medical Adviser," by R. V. Pierce, M. D., which can readily be pro-

cured by sending thirty-one cents in one-cent stamps for paper-bound volume, or fifty cents for cloth-bound copy, by addressing Dr. R. V. Pierce, Buffalo, N. Y.

## THE HUMAN MECHANISM.

The womanly system is a delicate mechanism which can only be compared to the intricate mechanism of a beautiful watch which will keep in good running order only with good care and the proper oil at the right time, so that the delicate mechanism may not be worn out. Very many times young women get old or run down before their time through ignorance and improper handling of this human mechanism. Mental depression, a cold, a sore throat, a headache, and many symptoms of derangement of the womanly system can be avoided by a proper understanding of what to do in those trying times that come to all women. The correctness of this advice is amply proven by the experience of many thousands of women—a large number of whom have written their experiences. The following letter was selected at random from a large number of similar ones, and is cited merely to illustrate the foregoing remarks upon what we consider the rational and scientific method of treatment.

"Appreciation of your medicinal skill prompts me to make a statement of my case," writes Mrs. Margaret Scott, of 40 King Street, Broughton Ferry, N. B. "I am fifty-seven years of age. Three years previous to treatment I had been a great sufferer from female weakness. I had irritation of the bladder, and could only retain the urine for a short time. I had indigestion and constipation and appetite gone. I had tried different doctors but they failed to effect a cure. In my case, and I had also tried many advertised remedies without receiving any benefit. I was in despair of ever getting any better, when, as a last resource as it were, and as a drowning person would clutch at a straw, I wrote to your institution. You requested me to send you a vial of the urine for analysis. Previous to that I had described my condition as well as I could. After receiving your kind letter in reply, I commenced the home-treatment. My case was a very obstinate one, but I had made up my mind to persevere, and I had a physician consult with you. After a few days, and also nine of Dr. Pierce's Favorite Prescription alternately, I recovered gradually. I also used five vials of your Pleasant Pellets. The line of treatment was outlined by your Specialist, which I followed closely for four months, I continued taking the medicines fourteen months, and at the end of that time I felt like a new woman. I find your medicines to be all you claim for them, and should I need more treatment I will write to you as before. I attribute my cure to the use of your medicines, and I heartily thank you for the kind attention given me."

## CONFIDENTIAL ADVICE.

Very often a married woman or young girl does not know who to turn to for advice in circumstances where she dislikes to talk to her husband and the family physician about such matters. At such times write to Dr. R. V. Pierce for free consultation and advice and the same will be held as sacredly confidential. It is foolish to consult women friends or persons without medical training. Dr. Pierce, as chief consulting physician to the Invalids' Hotel and Surgical Institute, of Buffalo, N. Y., has made a specialty of women's diseases for more than thirty-five years, and can advise you understandingly and from a thorough and scientific knowledge of women's diseases.

## HE WAS PRESENT AT THE OPENING

U. S. CONSUL SMITH BACK FROM PORTLAND

Describes Inaugural Ceremony—He Says Everything Was Ready—Brilliant Pageant on Thursday.

United States Consul—Hon. A. E. Smith has returned from Portland, where he attended the opening ceremonies of the big Lewis and Clark exposition, which were concluded last Thursday. While the only Victorian to behold the turning of the key that started the machinery in motion, the consul was, perhaps, the first to return, and his impressions, therefore, will prove interesting. This city will be largely represented among the pilgrims to the coast-necia of entertainment and instruction during the summer, and naturally they are anxious to learn whether the advance descriptions have been too highly established, or not enough.

The beautiful city on the Willamette was en fête on Thursday. It was decked on its Sunday best, and a joyous spirit permeated every nook and corner of it. The day was honored officially and commercially, being declared a holiday. The city was full of distinguished people. There was Vice-President Fairbanks, the man who stands next to President Roosevelt in the councils of the nation; there was Uncle Joe Cannon, Speaker of the House of Representatives, who is so greatly enamored of this Dominion that he wants to see it annexed to the members of Congress galore, Governor Mead, of Washington; Governor Chamberlain, of Oregon, and other well-known public men, while Governor Pardee, of California, with a brilliant staff arrived on the scene the following day.

Vice-President Fairbanks was the guest of President Goode, of the exposition. On Thursday morning a squadron of United States cavalry and mounted police, several hundred strong, rode to the Goode mansion and lined up in imposing array. Some of the big show and the second hand of the nation, with their parties, emerged, and under

military escort proceeded to the Portland hotel, from where the parade started. Consul Smith describes this parade as a splendid spectacular affair, a fitting preliminary to the historic incidents that succeeded it. The cavalrymen and policemen were in the lead, followed by the grand marshal, his staff and aides. Then came the color guard bearing the national standard, the exposition standard and the standard of the Fourth United States cavalry. A company of the cavalry and their band followed, after which rode the vice-presidential party, the congressional party, more soldiers, including infantry and artillery, the national guard, cadet brigade and a rear guard, consisting of a platoon of mounted police.

When they reached the exposition grounds the place was black with people. It is estimated that there were 40,000 gathered there, a thousand of whom, as guests of the committee, had reserved seats. The procession was received with a vice-presidential salute of 19 guns. After an ovation by the splendid band, President Goode called the assemblage to order at noon. Bishop Moore, of the Methodist Episcopal church, delivered a divine invocation. Addresses were then given by President Goode, Governor Chamberlain, of Oregon; Jefferson Myers, president of the Lewis and Clark commission for Oregon; Hon. W. B. E. Prescott, of Portland; Hon. Clarence Clark, on behalf of the United States Senate; Hon. Jas. Tawney, for one of the vice-presidential parties; Hon. J. W. Wilson, of California; and Vice-President Fairbanks. Then followed a wire to President Roosevelt at Washington informing him that everything was ready for his participation, and according to arrangement the strenuous Teddy was to turn the silver key which opened the proceedings. The President did his part all right, but there was something wrong with the connection, because the great chimneys which were to announce the executive's "God speed" did not ring, at least they were not heard. President Goode, after the exposition formally opened, and after a rendering of the "Star Spangled Banner" by the massed bands, Archbishop Christie pronounced the benediction. The people were then at liberty to inspect the wonders of the show.

In Consul Smith's opinion a pre-eminent feature of the exposition was the fact that it was entirely ready for the opening. This is rather an innovation in events of the kind, the opening ceremonies of which have invariably been marred by some accident of hammer, saw and machinery as the finishing details have been rushed to completion. The visitors who are now in attendance may feel satisfied that they have seen the fair in its half-finished display. The fair grounds are beautifully situated and over a wide area. The buildings are of splendid architectural design, and are only adequate for the purposes for which they are intended. The consul

was most deeply impressed with the government building and its contents. It is a fine structure internally and externally, while the exhibit in it is one that is not easily forgotten. Among the features which displays representative of the various evolution of the federal systems. The postal service exhibit shows the progress made in this branch from the beginning of mail delivery to the present state of perfection. The army is represented by a series showing the implements and means of warfare in pre-historic days, and the gradual improvements and evolution to the present time. The remarkable strides in naval architecture are portrayed by types of vessels of all kinds beginning with the ancient galley, then the frigate, monitor, ironclad and finally the majestic battleship that now rides the waves. There is a world of instruction to be gained from this building, which is the daily centre of attraction for thousands.

The foreign exhibition, and other buildings are equally well laid out and equipped. Mr. Smith did not have time to take in all these, but he did see the side attractions including the various villages, the auxiliary shows and the thousand and one features which which a fair could hardly be considered complete. Victoria has contributed to the unique amusement department in the shape of "The Giant Wheel," a machine that has just been completed at the works of the B. C. Marine railway at Esquimalt, on the order of the Giant Wheel Amusement Company of Vancouver.

In principle it is a combination of the fair roundabout and the "giant strides" of the playground, but differs entirely in construction and proportions from both. It consists of a great rotating platform 66 feet in diameter, upon which are planted in a circle 10 masts nearly 90 feet high and all joined together by suitable framing and made to rotate together with the platform, which is carried upon a number of wheels revolving between circular tracks. From the

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## SLOCAN DRY ORE BELT.

Condition of the Properties—Electro-Cyanide Process Holds Out Hope of Rehabilitation.

R. I. Kirkwood, of the Mabou group, of claims, situated in the dry ore belt of the Slocan on the divide between Springer and Ten-Mile creeks, came to the city Thursday, and has an interesting story of the condition of the mining of his district, says the Nelson News. The Mabou group is situated on the top and north side of the divide alluded to. To the north and immediately adjoining the Mabou are situated the Enterprise and the Neepawa. To the south, again immediately adjoining the Mabou, is the Speculator, and in a direct line beyond and contiguous to, is the Arlington, from which mine much ore has been shipped in the past, and from which much has been expected, but which at present is not working to any great extent.

## THE CHICAGO STRIKE.

Chicago, June 3.—Negotiations along lines for a settlement of the strike were under way today. A committee of five, appointed by the teamsters' joint council, with full powers to effect a peace compact with the department stores, awaited the appointment of a similar committee to act for the merchants. The teamsters' committee was appointed after the proposition had been fully considered by the joint council. The committee planned to ignore the store press companies if the employees' association will agree to entertain such an agreement.

## CRISIS IN NORWAY.

London, June 3.—Information has reached Lord Lansdowne, which intimates that Norway is on the verge of action which will either add a new kingdom or a new republic to the family of separate European States. An official of the foreign office said "The government at Christiania is engaged in matters, the details of which suggest plans for a career of absolute independence. Nobody could deplore the Swedish-Norwegian spirit more than we do." At the very least it will cause a period of general uncertainty and may precipitate a train of political events of the gravest character. This is particularly true at this moment when Germany is showing a tendency to recklessness. Our policy of marrying a British Princess to a Swedish Prince is thus helping a little to increase our influence at Stockholm. It will lose much of the desired effect if Sweden should be deprived of one-third or more of its importance as a military factor.

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