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CAPTAIN GEORGE VANCOUVER FIRST TO SAIL AROUND ISLAND

MEMOIR OF DR. C. F. NEWCOMBE IS A MASTERLY ONE AND IS FIRST OF ARCHIVE SERIES TO BE ESTABLISHED AT VICTORIA.

Victoria, Dec. 30.—A few years ago there was established here a department charged with the custody of the archives of the province and the colonies which had preceded it, and with the acquisition of material dealing with the exploration and settlement of the northwest Pacific Coast. This in time was brought under the care of E. O. S. Scholefield, the provincial indefatigable since in addition to the store of books, manuscripts and maps until the collection of archives is probably, at this stage of its growth, one of the most complete that any part of the Dominion possesses.

The time of the archivist has been devoted mainly since he took over the duties of the office to collecting materials bearing on the various phases of the progress of this coast, but it has always been the intention to prepare and have prepared memoirs from time to time which would make accessible to such of the general public as are interested in the history of their province, but have not the time nor the inclination to go into the subject themselves, the results of the patient investigations being made by the archivist and other students. These memoirs, owing to their nature, will not be available in the usual manner of government bulletins, but will be gladly furnished to all who are actually interested in the subjects of which they will treat.

The initial memoir has just been issued from the presses of the King's Printer, and is marked by all the neatness of workmanship of that official and his department. It is, very fittingly, devoted to the first circumnavigation of Vancouver Island, and ably vindicates the contention of Captain George Vancouver that his ships were the first to complete the navigation of the channel which separates this island from the mainland. It is written by Dr. C. F. Newcombe, of this city, who is a recognized authority on the early history of the northwest coast, and who in this monograph follows up and develops with the aid of documents and maps made available in the archives department the views he has expressed in lectures before the Natural History Society as long ago as 1904.

In a brief foreword to the memoir Mr. Scholefield acknowledges the public spirit of Dr. Newcombe in presenting to the archives department of the province so valuable a contribution to the historical literature of the country, a work which entailed a long and minute examination of records and original sources in British Columbia and elsewhere during many years past. Mr. Scholefield calls attention to the large number of unpublished manuscripts acquired in the

course of the last few years from obscure sources, of which he says: "Many of them are exceedingly valuable, and they give an unique distinction to the provincial collection, which is now one of the recognized repositories of historical materials relating to Northwest America generally and to British Columbia in particular."

Dr. Newcombe attacks his task in a thoroughly commendable manner, and goes into the case so clearly and convincingly that no doubt can be left on any mind as to the entire circuit of the island, which he did in the summer of 1792. The claim was not made by Vancouver until he had assumed himself of his right to do so, and the proof is set out by Dr. Newcombe. He then goes into the record of the authentic stages in the discovery of the passage round the island—Captains Lorie and Guise in 1786, and Wedg-brough's sketch of the track of the snow experiment, Guise's vessel; Captain James Hanna's map of Queen Charlotte Sound, made on a trip a few weeks later; the discovery and naming of the Strait of Fuca in 1787 by Capt. G. W. Barkley, of the Imperial Eagle, a British ship sailing under Austrian colors; Captain John Meares' partial exploration of the strait and Captain Charles Duncan's sketch of the entrance, in 1788; and the voyages of the American Gray, the Spaniards and Captain Robert Fulton, in 1789.

The memoir next goes into the allegations of Captain Kendrick that he had sailed around the island in the American sloop Washington in 1789. This myth, as Dr. Newcombe properly, on the evidence he adduces, terms it, was used by the United States in the San Juan boundary case. The contradictory contemporary statements of Meares on this trip are examined, and the evidence as to his lack of credibility as a witness. It is also shown that Kendrick left no record of claiming to have circumnavigated Vancouver Island, although he had many opportunities of making such a statement, and that another American skipper, Captain Ingram, denied that the alleged voyage ever took place. A voyage around Nootka Island seems to be all that Kendrick ever did in the way of circumnavigating any land on this coast.

The maps illustrating the memoir are in themselves a source of interest, and add greatly to the value of the memoir. The whole is of the greatest credit to the department and the author, and forms an indication to the public of the worth of the work being done by the archives branch.

A feature of the monograph is the placing of the references to authorities in the margin instead

of at the foot of the page, which will be found by all readers as a great relief from being forced to look down to the bottom and search among the notes for the reference. The eye takes it in at once as the lines are scanned to which the note applies. This is a feature which Mr. Scholefield has decided to adopt in all the memoirs of the department. He will, of course, be in a sense a general editor of the series, and will himself contribute a number of monographs.

SCANDINAVIA LOSES \$10,000,000 SHIPPING

Mine Disasters Bring Total Number of Ships to Twenty-Two.

Stockholm, Jan. 2.—The total losses to Scandinavian shipping through mine disasters were as follows up to mid-December:

Sweden, eight ships and sixty lives; Denmark, six vessels and six lives; Norway, five vessels and six lives. To this total must also be added Holland, with three vessels and fifteen lives. The total financial loss for the twenty-two ships and their cargoes will reach nearly ten million dollars.

EXPECT DASH ON PARIS.

Every Evidence Germans Will Concentrate Plans on Centre.

Paris, Dec. 31.—There is every evidence that the Germans are to begin another desperate attack upon the French center. For the past two weeks the Germans have been strengthening their lines, while reinforcements have been leaving Paris daily for the neighborhood of Rheims and Soissons.

The French General Staff, in fact, fully expects that, having failed in his attempt to reach Calais and other channel ports, the enemy will turn its attention to another dash towards Paris.

SEATTLE SUN SUSPENDS.

Seattle, Dec. 29.—The Evening Sun, which went into the hands of a receiver two weeks ago, and which continued publication while trying to sell its assets, announced its suspension today in an editorial, assigning lack of advertising patronage as the cause of failure. Publication of The Sun was begun February 3, 1913.

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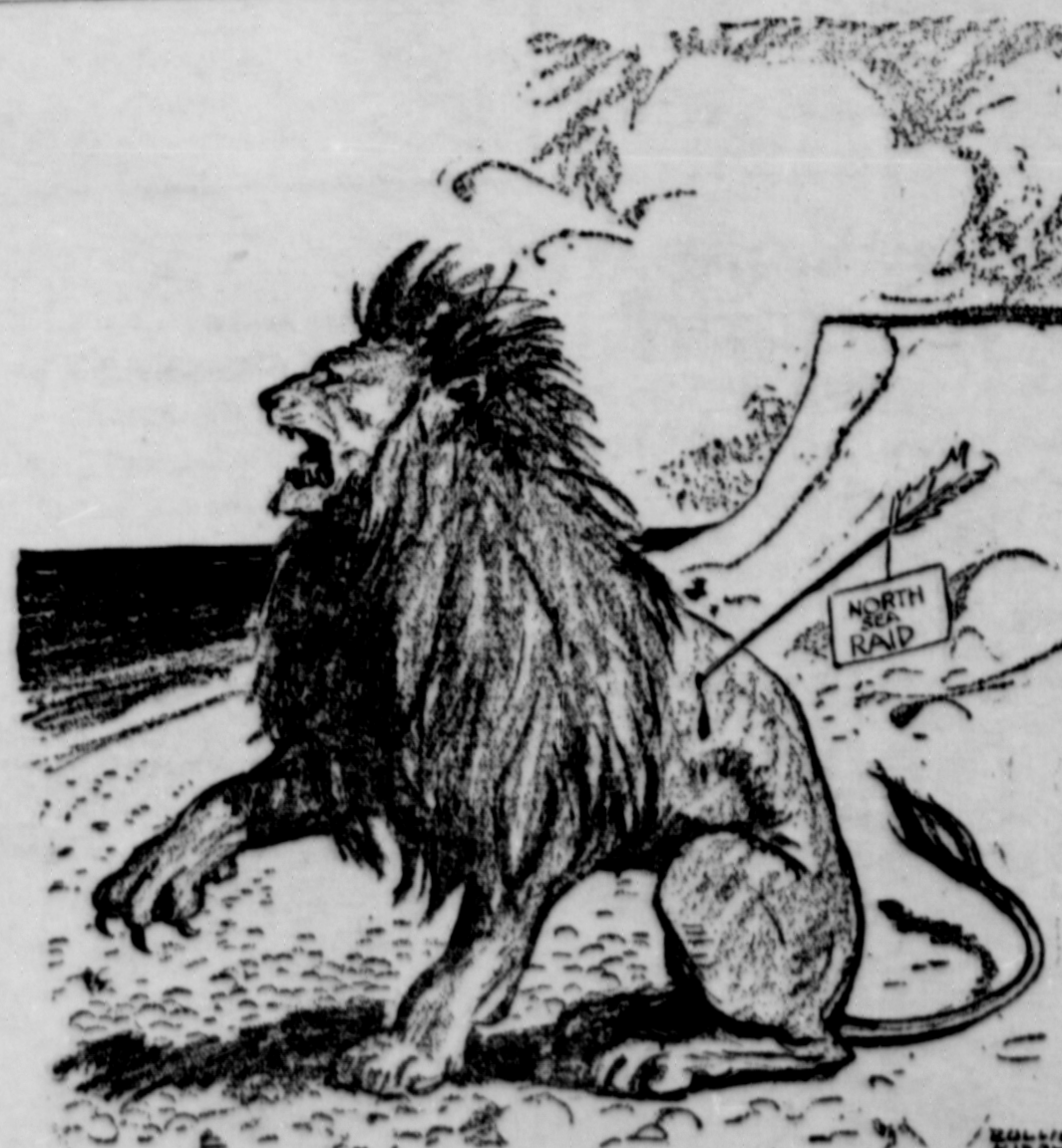
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