On the Waterfront

SIX LINERS AT WHARVES

Big Fleet of Deep-Sea Steamers will Come to the Outer Docks Today to Load and Discharge

TACOMA MARU WILL ARRIVE FROM ORIENT

Vessels Bound to Liverpool, Antipodes and Mexico—Protesilaus to Unload Considerable Cargo

Six ocean liners with gross tonnage of about 48,000 tons will be at the outer wharves today. The steamer Tacoma Maru, Capt. Yamanoto, of the Osaka Shosen Kaisha, reports by sea by wireless that she will reach port this morning, and at daylight the Blue Funnel liners Titan and Protesilaus will moor at the outer wharves. The R. M. S. Marama, of the Canadian-Australian line, will leave for the Antipodes, the steamer Beckenham, of the Canadian-Mexican line, will sail for Mexican ports, and the City of Puebla is expected from San Francisco.

The Titan, Capt. Evans, of the Blue Funnel line, laden with about 12,000 tons of general freight, left Tacoma last night and comes to the outer wharves to load further shipments here and embark Chinese passengers.

The steamer Protesilaus, Capt. Campbell, of the Holt fleet, left the Sound early this morning, and will reach the outer wharf early today to discharge about 2,200 tons of general freight here, the greater portion of merchandise from the United Kingdom. The Protesilaus arrived from Liverpool by way of the Suez and the Far East on Friday, and disembarked her Chinese passengers at the William Head quarantine station where they are detained owing to ten of them having contracted a mild case of smallpox.

The Tacoma Maru left Yokohama on February 7th with a cargo of about 2,500 tons of general freight, including a big shipment of raw silk. The steamer has thirteen Chinese passengers for discharge here.

The Beckenham, Capt. Gow, of the Canadian-Mexican line, was to have left port yesterday, but was docked at Union Bay loading coal, left the bunkers yesterday afternoon, and will sail this morning for Guaymas, Manzilan, Mazanatlio and Salina Cruz, taking a big cargo of lumber and coal.

The R. M. S. Marama, Capt. Morrisby, of the Canadian-Australian line, will leave this afternoon for Sydney, by way of the usual ports of call, Honolulu, Suva and Auckland, taking a cargo of about 1,800 tons of general freight and a good complement of passengers.

NEW SCHEDULE FOR NORTHERN SERVICE

Venture and Vadso Will Connect With the Steamer Chelohsin at Bella Bella

The steamer Venture, of the Boscowitz Steamship company, will leave Evans, Coleman & Evans' wharf tomorrow night, beginning the new joint schedule with the Union Steamship company's steamer Chelohsin. The Venture will leave here every Thursday and will connect with the Chelohsin at Bella Bella on Sunday nights for points north of that call. The Chelohsin leaves Vancouver every Saturday for Bella Bella, Swanson Bay, Lowe Inlet, Skeena river, Esperanza inlet and Smith's bay. The Camosun will leave Vancouver every Tuesday for Prince Rupert and Stewart. The Venture, which leaves here will make calls at Campbell river, Alert bay, Hardy bay, Shushartie bay, Smith's Inlet, Rivers Inlet, Namu, Bella Bella, Ocean Falls and Bella Bella, where she will connect with the Chelohsin. The Vadso will eliminate with the Venture in this service.

SEEKS MORE TONNAGE FOR LUMBER TRADE

Great Demand For Steamers For Trans-pacific Business Handicap the Timber Shipments

The lumber business of the Pacific is now suffering from lack of tonnage, according to Emil Schulze, who has been visiting the Sound and Portland, and is expected at Seattle today, seeking to secure vessels for his trade in hardwood from North Japan and outward shipments of pine. Mr. Schulze and his associates are handling not only hardwood from the Orient, but is also supplying pine from Seattle and other ports to the great and growing demand of the far east. This forming them to charter vessels to take cargoes from here and bring back the big oak logs. Despite this it is now practically impossible to secure any new bottoms. Already the concern is keeping ten tramp steamships and about twenty-five other craft employed, but the increased consumption demands twice as many vessels.

Owing to the great demand the price of lumber shipments from Puget Sound to Japan recently amounted to $9 per stock of hardwood on hand. In this country and Europe, and considerable pine stocked up in the Far East, the selling price has not yet attained to a figure that permits the paying of these freight charges and leave any profit.

As a consequence, there is scarcely a craft of any kind afloat on the Pacific Coast strong enough to float a cargo that has not been pressed into commission. It is rumored that some of the old tubs lying in Oakland Creek for years and others on the Sound that had presumably found a last resting place soon will be towed away to be patched up and used to convey some sort of cargo.

It is said that as soon as matters have resumed their normal aspect in the Orient following the close of the Chinese revolution, only a small portion of the tonnage now afloat on the Pacific can be moved unless vast additions are made.

BOARD GIVES NOTICE

Contractors For New High School Have Forty-Eight Hours to Put Up Bond

Forty-eight hours' notice will be given by the school board to the Island Construction Company to carry out the terms of its contract and put up the necessary bond guaranteeing the successful execution of the contract for the construction of the new High School. At a special meeting of the board held yesterday the opinion of Mr. E. V. Bodwell, K.C., absent the right of the board to retain the company's cheque for $14,590 was considered. Mr. Bodwell gave it as his opinion that the board is entitled to retain the deposit, but he suggested that the contractor is entitled to notice in order that he may have reasonable time within which to carry out the terms of the contract with respect to the furnishing of a bond.

Trustee Riddell's suggestion that the forty-eight hours' notice be given was adopted. If at the expiration of that time, the contractors are not in a position to put up the required guarantee the cheque will be forfeited.

The plans of the new Burnside Road school were considered. The new structure will be a four-roomed one and-one-half-storey brick building. The building will be so erected that additions may be made in future, the ultimate plan being that of an eight-roomed school. Separate bids for the heating plant will be called for at the same time as tenders for the erection of the building.

PRINCESS SOPHIA ON WAY FROM CLYDE

Now C. P. P. Steamer Sailed on Monday —Princess Patricia Left Coronel Yesterday

The steamer Princess Sophia, Capt. Lindgren, the latest addition to the C. P. R. coastwise fleet, left the Clyde on Monday, following the steamer Princess Patricia on route to Victoria. The turbine steamer was at Coronel for coal on Sunday and left again yesterday on route to Callao, Peru, where she will again replenish her bunkers and proceed to Acapulco. The steamer Sophia will not handle as many calls as the smaller vessels. Her first bunker port will be St. Vincent, and thence she will proceed to Montevideo. The Princess Sophia is equipped with oil-burning apparatus and this will be fitted for liquid fuel on arrival. The voyage out is made with coal.

Fishing Craft Reported

The fishing schooner Athenal, which put into Montevideo in distress and was repaired, was reported from Punta Arenas on January 31st, and is now well on her way to Puget Sound. The other vessel which left Boston at the same time, the Victor and Ethan, was at Punta Arenas on December 28th.

To Organize Guild

A meeting will be held tonight at the offices of James & James, on Government street, for the purpose of forming a British Columbia Merchant Service Guild, fashioned on the same lines as the Imperial Merchant Service Guild.

Casting Fell Overboard

When the steamer Alaskan was loading at Seattle for New Westminster a casting for part of a printing press weighing 1,600 pounds, fell overboard and sank in Elliott bay. With a scow and hoisting apparatus a diver recovered it and it is on the wharf at Seattle ready to be loaded on the steamer's next trip to the Fraser.

Vessel Movements

SAN FRANCISCO, Feb. 20.—Arrived: Steamers Carlos, Astoria; Chehalis, Eva, Entrance; J. S. Stetson, Tahsalie, Temple B. Dorr; schooner Forester, Grays Harbor; Fifield, Brandon, Brookings; Newsboy, Yaleo; Wilson MacNair, Willits; Kansas City, Halbos; schooners Ruby, Coquille River; E. W. H. Talbot, Bandon; Hermosa, Washington Siuina Cruz, Bolled, Bay, Hongkong Argyll, Bear, Portland City of Puebla, Victoria; barkentine, Gardner City, Port Ludlow.

SEATTLE, Wash., Feb. 20.—Arrived: Steamers Protesilaus, Tacoma; Delhi, Skagway. Alameda, Tacoma. Sailed, steamer President, Tacoma.

MORORAN, Feb. 20.—Arrived, Willamden, Seattle; Benthampton, February 20. SYDNEY, N. S. W., Feb. 20.—Arrived (previously), Zealandia, Vancouver.

GREENOCK, Feb. 20.—Sailed, Princess Sophia, Victoria, B. C.

Lumber Schooner Disabled

SAN FRANCISCO, Feb. 19.—The 606 ton schooner Forester, from Gray's harbor for Santa Rosalie, Mexico, arrived here today in a disabled condition with ten feet of water in her hold, and reported the loss of 25,000 feet of lumber as a result of several southwester gales of...

QUEEN AMELIE IS CHARTERED

Will Follow the Santa Rosalia in the Maple Leaf Line—Makura Reports from Suva Bound Here

The steamer Queen Amelie has been chartered by Evans, Coleman & Evans for the Maple Leaf line to follow the steamer Santa Rosalie on this port from New York with a cargo of steel rails, hardware and general freight. The Queen Amelie, which has made two trips to this port in the same line, is now on the east coast of Mexico, loading offsets for the Atlantic coast. The Ocean Monarch is the next steamer of the line expected here. She was reported from Delagoa Bay last week. The Queen Helena, now en route from Norfolk for Valparaiso, has been chartered by W. R. Grace & Co., to bring a cargo of nitrate north.

The Kosmos liner Sakaie, en route from this coast to Hamburg, had to be beached in the Elbe as a result of a collision with the British ship Ramsay in the German river.

The steamer Awa Maru of the Nippon Yusen Kaisha line sailed from Yokohama last Wednesday with a cargo, including silk and new silk waste, approximately a million dollars. The Awa Maru has 82 passengers of whom 25 will debark at Victoria.

The Makura, of the Canadian Australian line was reported from Suva yesterday on her way to this port. The liner is due here on March 5.

The steamer M. S. Dollar, which left the Sound on January 23 with flour and cotton, reached Shanghai on Monday.

When making a landing at Seattle a line became entangled in the propeller of the Japanese steamer Sanuki Maru of the Nippon Yusen Kaisha liner and a diver had to be sent down to free it. The Sanuki Maru will sail for the Orient on Tuesday.

PANAMA CANAL WILL STIMULATE SHIPPING

Liverpool Newspaper's Comment on Probable Developments in the Pacific When Waterway is Completed

It is clearly evident that the expected early opening of the Panama Canal is stimulating shipping enterprise on the Pacific, quite apart from the developments which are taking place in anticipation of the provision of transit facilities through the waterway remarks the "Journal of Commerce and Shipping Telegraph," of the leading shipping daily in Great Britain. Several American and Japanese companies are now making arrangements with a view to the inauguration of new lines across that ocean, while existing services are being improved. The Japanese Osaka Shosen Kaisha Northern Railway, whose Royal line between Bristol and Canada has proved so successful, sailings being for and fro via Vancouver to Yokohama, Hongkong and Australian ports, and part of its fleet, when a big building programme is completed, will carry grain between British Columbia and Europe, via Panama. Report also credits the Canadian Pacific and Grand Trunk companies with the intention of embarking upon fresh enterprises, though, so far as the former is concerned, nothing definite will probably be known until the two liners now in course of construction on the Clyde are nearer the launching stage.

Equally important extensions are also in contemplation on the Australasian side, but much is understood to depend upon the result of the negotiations which are proceeding between Canada and the Commonwealth with reference to the establishment of steamship relations. If, as is expected, this desired arrangement is brought about the Union Steamship Company of New Zealand, is re-established a direct service between Wellington, N.Z., and San Francisco, via Raratonga and Tahiti—a route on which its recently acquired fast boat Tahiti, formerly the Port Kingston, of the old West India Direct line, took up the running for two weeks ago—and this service has now been extended to Sydney. The steamers leave each end every twenty-eight days, alternating with the Vancouver liners, thus providing a fortnightly mail service between Australia, New Zealand and Great Britain. But an understanding on the question of reciprocity, followed, most probably, by the grant of a subsidy by the Commonwealth, will give an enormous impetus to trade, and necessitate additions to the fleet, although other lines are by no means overlooking the possibilities of this situation.

As far as regards Canadian-Australasian steamship communication, the situation is interesting in its bearing upon the "all-red" route scheme, but the developments already in progress cannot fail to stimulate inter-Imperial trade in the Pacific, a tendency which will, naturally, be still further accentuated if the commercial bonds between Canada and the Commonwealth are strengthened. New Zealand, it may be...

PROVINCIAL NEWS

Rev. Dr. Peter Wright, after fifty years of active ministry, has resigned the pastoral charge of the Richmond Presbyterian church at Vancouver.

The charge against Levi Wilson, arrested at Vancouver in connection with the death of Angelo Delivera, will be reduced to manslaughter, if not abandoned altogether.

Fireman Moore of Kholo, was killed and engineer Bullock injured by jumping from their locomotive when their C. P. R. ore train was derailed by running into a rock-slide near Grand Forks on Tuesday last.

Work has been resumed on the new Cranbrook post office.

While playing with his children a few days ago, Stan McMahon, a well known resident of Revelstoke, fell and broke his right leg in two places.

Gee Fong has arrived at Vancouver from Ensenada, Mexico, billed through by express as ordinary express matter in order to circumvent the head tax.

A new $750,000 opera house is promised for Vancouver as the joint enterprise of Messrs. John Cort and E. H. Ricketts.

The North Vancouver Conservative Association has chosen as its president for the current year, Mr. R. D. Scholfield, formerly of Victoria, and a former member of the "Colonist" staff. His associate officers are W. D. Gardiner and A. T. Kennedy, vice-presidents; A. J. Tyson, treasurer; M. S. McDowell, financial secretary, and George S. Shepherd, secretary.

Burnaby's council in the midst of its utilitarian activities, displays a strong leaning towards the aesthetic, as witness the appropriation of $2,500 and the engagement of a competent landscape gardener to lay out the grounds surrounding the new town hall.

In connection with the case of the late William Sheddon of Kamloops, a coroner's jury has recommended that lights be placed at both ends of trains when shunting.

R. C. Hodgson has been re-elected president of the South Vancouver Board of Trade.

G. Bernardino, a laborer, has secured $1,800 damages from the Powell River Pulp & Paper company on account of injuries sustained in a recent accident at their works.

Mrs. Matthew Cuttle, a pioneer resident of Northfield, is dead.

Sunday municipality is installing an elaborate police telephone system with fifteen stations and twenty-seven miles of wire.

The Matsqui-Sumas Board of Trade has elected Charles Hill-Tout president, E. A. Morley, secretary, and W. H. Ker, treasurer.

The Belgie block at New Michel narrowly escaped destruction by fire on Sunday last.

Bringing Sugar

The Japanese steamer Unkai Maru No. 2, which is bringing sugar here from Takao, Formosa, is expected on Sunday, Feb. 25. She cleared from the Formosan port on Jan. 25. After discharging her here she will go to Nanaimo where she will load 400 tons of salt herring for Japan and she will also bunker at the port.

TIDE TABLE

VICTORIA, FEBRUARY, 1912.

Time	Ht.	Time	Ht.	Time	Ht.
	m.	h.m.	m.	h.m.	m.
1	.....	.....	11.1	15.12	0.8
2	.....	.....	10.7	15.36	0.9
3	.....	9.10	10.3	16.12	1.0
4	.....	9.58	9.8	16.54	1.2
5	.....	10.48	9.3	17.42	1.4
6	.....	11.54	8.9	18.42	1.6
7	.....	13.12	8.5	19.54	1.7
8	.....	14.24	8.3	21.00	1.8
9	.....	15.24	8.3	21.54	1.8
10	.....	16.12	8.4	22.42	1.7
11	.....	16.54	8.6	23.24	1.6
12	.....	17.30	8.8	.....	.....
13	.....	18.00	9.0	0.00	1.4
14	.....	18.30	9.2	0.42	1.3
15	.....	19.00	9.4	1.18	1.1
16	.....	19.30	9.6	1.54	1.0
17	.....	20.00	9.8	2.30	0.9
18	.....	20.36	9.9	3.12	0.8
19	.....	21.18	9.9	4.00	0.8
20	.....	22.12	9.8	4.54	0.8
21	.....	23.18	9.6	5.48	0.9
22	.....	.....	9.3	6.42	1.0
23	.....	0.36	9.0	7.36	1.2
24	.....	1.54	8.6	8.30	1.4
25	.....	3.06	8.3	9.18	1.6
26	.....	4.06	8.1	9.48	1.8
27	.....	4.54	8.0	10.12	2.0
28	.....	5.36	8.0	10.36	2.1

The time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish high water from low water.

The height is in feet and tenths of a foot, above the average level of the lowest low water in each month of the year. This level is half a foot lower than the datum to which the soundings on the Admiralty chart of Victoria harbor are reduced.

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Choice lots, 66x120, fronting on Richardson Street. These are splendidly situated for residences, the lots facing the south on a gentle slope and command a splendid view. Terms are one-third cash and 6, 12 and 18 months. Further particulars at office.

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Empress of Japan	April 2	s.s. Makura	March 20
Monteagle	May 1	s.s. Zealandia	April 17
Empress of India	May 28	s.s. Marama	May 15
Empress of Japan	June 12	s.s. Makura	June 12
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GIVES REASON FOR DELAY IN CITY WORK

Legal Difficulties and Lengthy Expropriation Proceedings Chief Causes for Holding Up Trunk Road Paving

Complaints loud and frequent are daily being made relative to the condition of practically all of the trunk roads leading from the centre of the city to the outskirts. The main arteries of travel are in an almost impassible condition by reason of the works being prosecuted by the city preparatory to the paving of the thoroughfares. Motor car owners, merchants and everyone who has occasion to travel over the trunk roads for pleasure or business have just about reached the end of their patience.

The reason for the delay in the completion of the work arises from a variety of causes the explanation of which has not so far been forthcoming. Referring to the complaints being made Mayor Beckwith yesterday outlined some of the reasons for the delay in prosecuting the various works.

The paving of Douglas street has been held up owing to the necessity of expropriation proceedings to permit of the widening of the roadway to a width of 100 feet, the city having decided to take thirty-four feet off the east side properties from Pembroke street to the city limits. A large number of owners have already been settled with and the required land secured but there are some cases where it is probable that arbitration proceedings will have to be taken. It is expected that in a very short time the paving work on that portion from Fisguard street to the Fountain will commence, the mayor states.

On Hillside avenue the expropriation necessary before the roadway can be widened as provided for under the local improvement bylaw for the street improvement are under way, but a considerable number have yet to be effected. The underground work is practically finished and immediately it is the tramway company will commence laying rails. The company has notified the city that the necessary rails are on hand and that delay will occur in the laying of them.

Legal Difficulties

Legal difficulties have held up the work on Government street where the concrete pavement was laid. After the pavement had been laid the tramway company notified the city that it intended laying rails from the present track at Bay street through to the Fountain. The Canadian Mineral Rubber company, which laid the pavement, gave the city a five years' guarantee to maintain it and has notified the city that if the tramway company tears up the pavement this guarantee will be withdrawn. However, the two companies have practically come to an agreement relative to the guarantee.

The Gorge road has been held up pending the laying of the water main which will be a portion of the Sooke Lake pipe line. This line was to have been started from the Fountain to the city limits by May 1.

In connection with that portion of Government street between Discovery and Bay streets the necessary underground work has been completed, or nearly so, but a retaining wall has to be put in on the west side at, and immediately north of, the Taylor Mill company's property. Why this latter work has not been prosecuted more rapidly his worship was at a loss to understand. Legal difficulties have also been experienced in the dispute between the city and the Lemon Gonnason and Taylor companies relative to the water lot at the foot of Queen's avenue, which is still unsettled.

Esquimalt Road

All the underground work on Esquimalt road between Russell street and the city limits is in and paving operations have been under way. Delay at the railway crossing was occasioned by the non-arrival of the "diamond" which had to be installed at that point, but this has now been laid and the mayor could see no reason for any further delay on that portion of the roadway. On Esquimalt road between the Point Ellice bridge and Russell street more legal entanglements have been met with, the owners claiming that there has never been any proper survey of the roadway, that the original maps set forth no definite width and that the city must expropriate practically the whole thoroughfare. The city claims a roadway of sixty-six feet in width. From Bay street to Point Ellice bridge the underground work has been practically completed. The gas company has not yet laid its mains, and as this city has no power to force the company to proceed, the company possessing such wide powers under its franchise as to practically be in the position of dictating to the city, the work must be held up until the company sees fit to proceed.

Craigflower road, another important trunk thoroughfare, is being prepared for paving as fast as possible. The work of installing the main sewer along the road has proved a heavy and costly one owing to the great amount of blasting which has had to be done, and lateral work has also proved difficult.

"The city is endeavoring as speedily as possible," stated his worship, "to get the main arteries of travel in good condition, and this year the policy will be adopted of paving first attention to such roads, leaving the less important streets to a later date. I am aware that there is a lot of dissatisfaction, but what with legal troubles, the delay occasioned by expropriation proceedings and the heavy nature of much of the work the task ahead of the city has been an enormous one."

His worship also stated that the scheme of Pandora avenue extension through to Fort street would be prosecuted with despatch. It is hoped that the tramway company will lay a track straight through, thus forming a belt line with the Fort street and Oak Bay lines.

MR. BONAR LAW AT BELFAST

Continued from Page 1

to the principal speaker their enthusiasm could not be restrained when he arrived.

The demonstration on Monday without doubt is partly a personal tribute to the Unionist leader as a successful Ulster man, who though not identified with Ulster particularly, and almost unknown there stands for the policy now nearest and dearest to the heart of the Orangemen. The reception was large and occasionally colonel and Bonar Law must have suffered physical pain from the grips of strong hands, the lifting and shoving administered by the wildly excited men, who, in the absence of a protecting force thronged about and cried all ways to greet the Unionist leader.

"If this is the way you treat your friends," said Mr. Law, "I am glad that I am not your enemy."

After taking his breakfast at his hotel in Larne Mr. Law started for Belfast. A crowd unhitched his horses and dragged the carriage with exuberant enthusiasm to the railway station, where he took his train. Four stops were made on the way and there were numerous addresses, each being accompanied with a furore of enthusiasm.

The preparations at the railway station here saved the Unionist leader from frenzied plaudits of the large crowd by the drilled guard of police.

A thousand men from the Orange Club lined up and saluted Mr. Law as he alighted.

The Unionist leader was welcomed here by Sir Edward Carson and Lord Londonderry and the local Unionist leaders. After the formalities were over he passed the saluting lines of men and entered an automobile with Sir Edward Carson. He then found that he had again struck the Larne hurricane. Everybody in Belfast seemed to be clamoring around the car and thrusting hands in the air for Mr. Law to shake.

A Surging Mass

Amid the din of cheers and shouting the Unionist leader stood in the automobile waving his hat. It was many minutes before a way could be made for the car to start. It then crawled by inches through the surging mass of men.

When the Ulster Reform Club was reached an address was presented which accused the government of forcing Home Rule on Ireland without a mandate and postponing the promised reconstitution of the House of Lords until the policy of the dismemberment of the empire had been affected. The address ended by demanding the maintenance of the constitution and claiming that Ulster was justified in resorting to the most extreme measures in resisting Home Rule. Mr. Law briefly replied, among other things, saying:

"It will take more than trickery by the present government to force upon Ulster a government to which you do not even consent. Although the brunt of the battle will be yours, there will not be wanting help from across the channel."

Charles Johannson, a logger, was killed almost instantly at Powell river last week, through a cable breaking and the snapping end striking him in the head.

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