The Semi-Weekly Colonist.

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REFERENDUM ON COAL STRIKE

Miners to be Asked if They Favor Returning to Work Pending Settlement of Wage Schedule

OUTLOOK NOW SAID TO BE MORE HOPEFUL

Prospect That National Dislocation of Industries Will Be Over Within a Week's Time at Latest

LONDON, March 27.—The event of the day in connection with the coal strike was the decision of the miners federation to a ballot of miners on the question of terminating the strike. The ballot paper reads:

"Are you in favor of resuming work, pending the settlement of the miners' rate of wages in the various grades by district boards to be appointed under the coal mines minimum wage act."

When it is remembered that 115,000 men voted against commencing the strike, little doubt is felt that a majority will now vote in favor of its termination, especially as the view is gathering force among the miners that the mine owners are trying to prolong the struggle in order to bleed the miners' union, while they render them powerless to continue the strike for a long time to come.

The prospect tonight is that the strike may end in a week, although there will be no general resumption until after Easter. Regret is now expressed generally that Premier Asquith, at the instigation, as alleged, of Sir Edward Grey, wasted valuable time in vainly seeking an independent settlement instead of pushing the wage bill. The coal owners having agreed to re-open the mines, no further delay will be incurred on that score.

Troops in Readiness

Orders were issued at Aldershot tonight for all the troops, numbering 10,000, to be prepared to move at any moment into the colliery districts. Troop trains are being held in readiness. Five hundred troops left Lichfield for Cannock, where a serious riot occurred today and a detachment of infantry is quartered tonight at Brynkinalle, where trouble is expected between union and non-union men.

The railway managers have decided to suspend all freight traffic except in perishable goods from April 2 to 9. The government today took steps to organize the district boards under the bill so that everything will be in readiness when the men are willing to resume. A meeting of the liberal members of the house of commons representing the mining constituencies has been arranged by the government whips for tomorrow when the premier will make an appropriate statement on the part of the government. This meeting is expected to have an ameliorating effect. No labor members have been invited to attend.

An unexpected hitch occurred in passing the wage bill through the house of lords tonight but the delay is not important. In the lobbies of parliament the feeling of gloom which was manifest on Tuesday has given place to confidence. The worst of the trouble is over but the prices of coal and food are rising and the work of dealing with the inevitable distress is throwing great responsibility on the government. Having made a strong fight in parliament to secure in the bill the best possible terms for the miners, the labor leaders now frankly counsel the men to accept the bill. This will have a great influence on the ballot and leaves little doubt that the end of the strike is at hand.

Advice to Owners

James Kier-Hardie, independent labor member in a speech at Peckham tonight said that if the owners were wise they would concede the minimum of five shillings a day for men and two shillings for boys as a basis, then the adjustment of details would be comparatively easy and the strike might end by Easter.

Reports from the mining centres tonight point to the probability of a large majority in favor of the resumption of work. In Derbyshire a majority for the resumption of work is considered certain. The same may be predicted for Cumberland, Durham, Nottingham, Yorkshire, Staffordshire, North Wales and Possibly Scotland.

In Scotland as in South Wales there are large sections in favor of maintaining the fight, but they may, in view of the distress from the expectedly prolonged struggle, be outnumbered by those who wish to resume and make the best of the government bill. Warwickshire's 10,000 miners, who were the last to quit work, will be the first to resume.

Raid on Colliery

The most serious outbreak since the strike begun, occurred today at Cannock, Staffordshire, where several thousand strikers accompanied by hundreds of workmen raided a colliery in which 90 men were working, setting fire to two buildings and wrecking others. The rioting continued several hours until large reinforcements of police arrived and scattered the rioters.

The house of lords tonight passed the second reading of the minimum wage bill without a division. During the course of the debate Lord Lansdowne said the opposition would not delay its passage, but that the ministry must accept full responsibility for it.

Nobody but the government and their supporters, he added, had a good word for the bill which failed to satisfy either disputant. The other opposition speakers denounced the bill in a similar strain.

Because of some hitch in the wording of the government bill and its failure to suit both sides of the house, the Marquis of Crewe announced that the committee stage would be postponed until Thursday. This will result in delaying the royal assent until Friday.

MAY BE LOST IN TERRIFIC CYCLONE

Steamer Koombana Missing After Atmospheric Disturbance off West Australian Coast—Many Perish

PERTH, W. A., March 27.—No news has been received of the steamer Koombana, known to have been off the coast when the terrific cyclone of a few days ago swept the sea and many portions of the mainland. In addition to the anticipated toll of death, through the almost certain wrecking of the Koombana, the cyclone has claimed 72 victims on shore, 32 white persons and 40 colored. Two men whose luggers was wrecked during the storm reached an island and remained there three days living on shellfish.

Endorse President Taft

COLORADO SPRINGS, Colo., March 27.—The state Republican convention here today selected 8 delegates at large to the Chicago National convention instructed for President Taft, adopted resolutions endorsing the Taft administration and chose United States Senator Guggenheim as National committeeman from Colorado.

Americanizing English

MELBOURNE, March 27.—Opposition is being shown to the Director of Education's edict insisting upon a reform in spelling following the American method, as an example, "center, plow, honor, favor." Those objecting to the mandate claim that the new order will Americanize the language.

OPENING UP THE ISLAND

C. N. P. to Invite Tenders for Extensions North Within Six Weeks—C. P. R. Equally Active

EARLY CONSTRUCTION QUATSINO TO PORT HARDY

Incontrovertible and essentially practical evidence of the awakening of the larger railway interests to realization of the great potentialities latent in Interior and Northern Vancouver Island is given in three announcements made yesterday—announcements of minor importance perhaps when contrasted with the magnificent expansion programme of the government in its entirety, but nevertheless significant incidents of this policy and programme, and of such tangible nature that they must impress the most pessimistic of the population that the dawn of the new era for the Island is near at hand. Briefly these announcements are:

First, that surveys are now being completed by the field forces of the Canadian Northern Pacific, so that that company may be in a position to invite tenders for construction northward from the present terminal of Island work on Barkley Sound, to Comox and the north end of the Island at the earliest possible date—the intention of the company's officials being to call for tenders within six weeks from date.

Secondly, that Mr. R. Marpole, general executive of the Canadian Pacific system, will be in Victoria today, his mission being to arrange for the initiation of active construction work on the extension of the Vancouver Island division of the C.P.R. from the present terminus at Wellington to Campbell river and Hardy Bay; and

Thirdly, that the Northern Vancouver Island Railway—which holds a live charter from the provincial legislature granted during the session of 1911, for the construction of a line of railway from Rupert Arm, Quatsino Sound, across the narrow neck of land intervening, to Port McNeill and Port Hardy on the east coast, has decided to proceed immediately with this undertaking, and is now arranging to send to the field forthwith a party, in charge of one of the most thoroughly competent railway engineers of the province, under instructions to proceed with the surveys and the location of the line.

This last mentioned railway will open up several extensive belts of splendid timber country, and it is understood will be primarily a logging road, serving large mills to be begun during the present season. At the same time great pains will be taken by the surveyors in laying out the line so that it may possess such gradients, curvatures and alignment as will permit of its convenient conversion at any future time into a road in every way meeting the requirements of transcontinental traffic.

Meanwhile it is understood that facilities will be provided for the handling of passengers and general freights from the inauguration of operation, a matter of immense moment in connection with the early development and speedy settlement of the west coast sections of the north end of the Island, and of the district almost bisected by the deep indentation of Quatsino Sound and its various extensions.

As detailed in the Colonist of Tuesday, construction activities of the Canadian Northern Pacific on the Island are much in evidence all along the line of advance. The grade is being rushed to the 100-mile post with all possible rapidity, and the construction camps are strung out between Victoria and Cowichan Lake with but few and short intervening spaces. The announcement by the heads of the company that the contract for building on to Comox and the north end of the Island will be let within the coming six weeks is proof positive of the enthusiasm with which the Mackenzie and Mann transcontinental forces are pushing their race with the C.P.R. toward the ultimate goal.

A MODERN UTOPIA

Members of I. W. W. Entertain Design of Establishing an Independent Republic

LOS ANGELES, March 27.—Federal authorities here have been informed that members of the organization known as the Industrial Workers of the World, engaged recently in street speaking demonstrations at San Diego, which has resulted in the arrest of more than a hundred of them, were awaiting an opportunity to cross the Mexican border into Lower California to establish an independent republic.

The authorities began an investigation today of conditions at San Diego with a view, it is said, of demanding prosecutions if the evidence warrants for violation of the neutrality laws.

District Attorney H. S. Utley is said to have reported to United States Attorney McCormack that the San Diego county authorities were unable to cope with the situation and the investigation was ordered by the federal prosecutor.

SUBWAY FLOODED

River Spree Breaks Through Tunnel at Berlin—Damage Runs Into Millions

BERLIN, March 27.—Eighty workmen barely escaped with their lives today when the river Spree broke through the tunnel now being bored under the river for the extension of the North Subway. Damage to the amount of several million dollars was done.

Tacoma's Census

TACOMA, March 27.—The jury in the federal court that has heard the evidence in the case of the government against George Kelley and Roger Watts, charged with conspiracy to return false census returns returned a verdict of not guilty this afternoon. The defence waived argument, thereby shutting off an address to the jury by special prosecutor Newton. Blame for the alleged irregularities in the Tacoma count was shifted by the accused men to Secretary Corwin, a special agent said to be in South America.

"Life" for Murder

BUTTE, Mont., Mar. 27.—George Meade, arrested for the robbery of a saloon here on Mar. 17, in which watchman Michael Casey was shot and killed, pleaded guilty today to murder in the first degree and was sentenced to life imprisonment. Meade's companion in the holdup, James Sullivan, previously pleaded guilty to murder in the first degree and was given a life term.

REWARD OF VIOLENCE

Many Window-Smashing Suffragettes Get Varying Terms in Jail

LONDON, March 27.—One hundred and twenty-six suffragettes were placed on trial yesterday at a special sitting of the county of London sessions in connection with the window-smashing raids in London on March 1 and 4, and were sentenced to terms ranging from four to six months' imprisonment. In some cases the women undertook not to repeat the offence and they were bound over to come up for judgment if called upon.

Father of the Reichstag

BERLIN, March 27.—Christian Gottfried Albert Traeger, member of the Reichstag from Oldenburg, and "Father of the House," died yesterday aged 82. Herr Traeger belonged to the radical party and had been a member of the Reichstag since 1874. He was a lawyer, and a prolific poet and collaborated the translation into German of the poems of Robert Burns. He also wrote several plays.

Flood Warnings

WASHINGTON, March 26.—Flood warnings have been issued for the Ohio and Mississippi valleys. It is estimated that the Mississippi river will reach a depth of 59 feet, or six feet above flood stage, by Saturday, with a further slow rise for Sunday. The strain on the levels at Memphis and other points will be great. The Ohio river, swelled by the spring rains, showed a tremendous volume of water below the mouth of the Great Kanawha. No serious damage has been reported.

Silk Mill Gutted

SCRANTON, Pa., March 27.—Avoca silk mill at Avoca, owned by Ashley and Co., of Hackettstown, N. J., was destroyed by fire yesterday. The loss is estimated at $225,000. Five hundred persons are thrown out of employment.

HAZEL DOLLAR IN DISTRESS

Steamer Returned to Port Yesterday Under Jury Rudder Badly Damaged in Heavy Storm

GREAT WORK DONE BY VESSEL'S CREW

Men Stood on Staging Over Stern in High Sea and Worked While Their Platform Dipped Under Water

With her rudder broken, deckhouses stove in, rails bent and many marks of a battering received in hurricanes encountered in the North Pacific, the British steamer Hazel Dollar, Capt. Gow, of this city, limped back to Royal Roads in distress yesterday morning under a jury rudder, which was rigged with great skill and ingenuity under the direction of Capt. Gow. Thrilling indeed were the experiences of the crew of the Hazel Dollar, which was heavily laden with a cargo of lumber from Seattle for Otaru, Japan.

It was a wonderful feat accomplished by this ship's company. First Officer Abernethy, Second Officer Metham and Third Mate Cairney, with several assistants, worked for fourteen hours on a staging slung over the stern, which dipped in a heavy sea. The workers at times were in water to their waists, and the work was hampered by the broken rudder being flopped about in a big sea.

The Hazel Dollar, which has seemingly not broken the hoodoo which has followed her for many months—she having been ashore twice on her last voyage, during which she had three masters before the vessel made her way back after many months from Hankow—was carrying a cargo of heavy timbers with a considerable deckload, and passed out from Seattle on February 14. Two days out, she ran into a terrific storm in 50 N. 131 W. The wind blew with hurricane force, and mountainous seas broke over the steamer from the southeast and southwest quarter. On the night of March 6 these did considerable damage to the bridge deckhouse and other parts of the vessel.

Capt. Gow was standing with his navigating officers on the bridge when a long, sweeping sea broke over the port bow, pounding along the deck, sweeping away the galley, and when the officers on the bridge shook themselves clear after their drenching, a broken lifeboat was seen dangling over the rail, and Capt. Gow noticed a strange light showing on the forward deck. It was the reflection from the engineer's messroom through a hole left when a small house had been torn away, and the engineers had been flooded out. The seas battering against the bridge deckhouse stove in the corner of it and pounded away some of the rail and bridge facing. Much other damage was sustained about the decks, everything moveable being lashed about in a swirl of foaming water.

On March 7, when the storm was raging with full force—the steamer at this time being close to the Aleutian islands—the main portion of the rudder broke in two below the waterline, and thus left the vessel to drift helplessly in the trough of the sea. Oil was used extensively to prevent the seas breaking over the steamer, and all the available canvas was set, fore and aft, to steady the ship and keep her away from the rocky coast of the Aleutian peninsula, which then showed hazy through the spray and spume; while all hands were set to work to construct a jury rudder.

[illegible] was displayed in this work. A big 56-foot spar was prepared and great iron doors—taken from the poop entrances—were bolted and lashed heavily, one on either side, and tapering timbers were fitted, all being securely lashed by wire hawsers, and this was lowered over the stern and made fast at the head of the rudder, with timbers at either side of the hull, and with hawsers lashed under the counter at either side of the hull. This work was accomplished with considerable difficulty, the steamer pounding in the heavy sea, and several of the crew, working like Trojans, were injured.

Mrs. Gow, wife of the master, earned the greatest admiration of the ship's company during the strenuous work. She never lost an opportunity to cheer up the workers, and was quick to prepare bandages and assist those who were injured in the work.

The jury rudder was completed and in place on March 10. The following day the weather, which had moderated to some extent after the heavy storm of March 6-7, became more boisterous, and the fragile jury rudder was in danger of breaking adrift, as heavy seas accompanied the rising storm. On March 13 the wind increased to a strong gale from the westward. The vessel had meanwhile been drifting southward and eastward, lessening the danger of working toward the Aleutian coast. With the jury rudder it was difficult to keep control of the vessel, and when the storm increased in violence Capt. Gow decided to prepare heavy drags to aid in keeping the ship's head to the sea.

The drags were built from the steamer's derricks and heavy timbers. Two big timbers were lashed, and crosspieces taken from the heavy lumber of the deck cargo were bolted, and the whole lashed securely together; but the seas ran so high that they tossed these about.

Mere Corks in the Water

and the drags proved of little avail to assist the control of the vessel. It was soon apparent that until the seas moderated sufficiently to enable the ship's crew to secure the broken part of the rudder with chains little progress could be made in getting the vessel to a safe port.

By constant and energetic endeavors of the crew, a heavy chain was finally passed around the broken rudder, which had been flopping from side to side heavily as the seas pounded [illegible] attached to the [illegible] and big wire hawsers were led to the steamer's winches. This work was accomplished on March 14 the first, second and third officers working on a stage for fourteen hours, in a big seaway, often being submerged to the waist as the steamer dipped.

The securing of the wing of the broken rudder was a work which demanded great patience. When the sea had lowered sufficiently, the eye of the gudgeon was seen clear, the pintle being out of the ring, and this showed about six feet below the surface when the sea was normal. Leaning well over the side, seamen dangled lines weighted with leads with wooden floats on the lines, seeking to drop the lead through the ring of the gudgeon, and, after innumerable failures, this was finally accomplished. When the float buoyed up, showing the lead had passed through the gudgeon, the end was caught and looped, and gradually heavier lines were rove on until a chain was made fast to the rudder.

When the chains were finally secured and the chain passed around the rudder, the big wire hawsers were led with tackles around the counter at either side to the winches on deck, and on March 16 the Hazel Dollar was finally brought to an easterly course and set.

Back to Victoria

On March 18 another gale sprang up, and the high seas running during the storm brought a severe strain on the wire hawsers, with the result that one of them broke as though it were a piece of whipcord. Altogether four large four-inch Manila hawsers were broken. On March 20 the weather moderated, the sea became smooth, and then every opportunity was taken to secure the broken rudder and thus allow the ship to make better progress. From time to time the wire hawsers had to be renewed, and careful attention to the steering was necessary to obviate undue strain. The vessel could only swing about five degrees either way, and it was only by making long sweeps that the jury rudder was kept from breaking, but by patient, hard work the vessel was finally worked for some 2000 miles to a safe anchorage in Royal Roads.

When the Hazel Dollar reached the Roads yesterday morning Capt. W. H. Logan, representative of the London Salvage association, went out with Capt. Gow, who had come ashore to report to the customs, and a survey is being held. It is considered probable that some of the lumber cargo will have to be discharged and the steamer enter the drydock at Esquimalt for repairs. All who have seen the makeshift rudder rigged by the crew are loud in their praise of the ingenuity of the master, deck officers and engineers who planned the ingenious arrangement.

The Hazel Dollar will go into the Esquimalt drydock tomorrow with her cargo on board, the government officials having arranged to take the steamer Lillooet from the dock to permit the disabled freighter to go in. Special crib work will be build to permit of the hull resting on three keels, the cribwork being arranged with sufficient elasticity to take up the added weight of the cargo, and it is expected the rudder will be prepared without disturbing the lashings of the deck cargo.

On her last voyage the Hazel Dollar met with trouble. When leaving for the Orient in charge of Capt. Gaukroger, who had been master of the Pacific mail steamer Asia when that liner was lost off the China coast, the vessel went ashore off Whidby Island and was floated and repaired at considerable expense in Seattle. She then proceeded and struck on the rocks at Muroran, with the result that she had to spend several months more in the drydock in Japan. The steamer then proceeded to the Yangtsze, to be delayed for a considerable time as a result of the revolutionary strife at Hankow.

DUEL IN CHURCH

Ex-Mayor of Oakland Badly Wounded and His Assailant Killed

OAKLAND, Cal., March 27.—Adolph Goldman, recently released from San Quentin penitentiary, is dead and the former mayor of Oakland, Roland W. Snow, is desperately wounded as the result of a duel that was fought tonight in the rooms of the First Congregational church in this city. Only the sexton, Charles P. Lewis, and Mrs. F. Cassidy were witnesses, the congregation that usually attends prayer meetings not having arrived.

The duel was the outcome of an enmity dating back to the time when Snow was elected mayor in 1891. Previously the men had been the best of friends. Some years ago Goldman shot Snow after a quarrel in San Francisco and was sentenced to five years in the penitentiary after a long legal battle in which evidence was adduced besmirching the moral character of both men.

Snow before being elected mayor had served a term as auditor of Alameda county. He was considered one of the best mayors that ever served Oakland and he was highly considered until the character besmirching events of the Goldman trial. At that time Goldman was proprietor of a [illegible] store in this city. For a number of years Snow has made his home in Nevada, where he was engaged in mining. He made his headquarters in Goldfield, residing with a daughter, Mrs. Gertrude Kenty.

Snow arrived in Oakland from Goldfield on March 26 and registered in a rooming house as John Wright. He knew that Goldman was at liberty and endeavored to avoid him. It was said tonight that Goldman employed detectives to keep him informed as to the whereabouts of Snow and as to the latter's habits.

After the fight Snow was taken to a hospital, where it was found that one bullet had lodged in his jaw and another had struck his leg and then ranged upward. Whether this bullet pierced the intestines has not been determined. In addition to the bullet wounds Snow's throat is gashed deeply, and there are numerous scratches up his face and neck. The surgeons hold out little hope for his recovery.

The body of Goldman was taken to the morgue.

FAMINE IN CHINA

Conditions Described As Appalling and Rapidly Becoming Worse

WASHINGTON, March 27.—Conditions in the famine districts of China are described in a despatch from American minister Calhoun at Peking as appalling and as rapidly becoming worse. The message received at the Red Cross headquarters today says the Chinese government is helpless.

The Red Cross today cabled $22,000 to the Shanghai relief committee making a total of $94,000. New York supplied $20,000 of the amount dispatched today.

CIVIC CENTRE PROJECT

San Francisco Votes Today on a $8,000,000 Programme

SAN FRANCISCO, Cal., March 27.—San Francisco will determine tomorrow at a special election whether the city is to be bonded for $8,800,000 for the construction of a city hall and the creation of a civic centre. Semi-civic organizations are in favor of the plan. Of the 176,000 persons entitled to vote, more than 70,000 are women, who, it is believed will vote for the bonds. Special arrangements have been made to convey them to the polls.

Deserted Her Home

LONDON, Mar. 27.—Mrs. Alice Green, a suffragette who refused to be bound over to keep the peace and was sentenced to four months' imprisonment, said, with a catch in her voice: "Since Thursday I have given up my home, husband and child in order to go into this movement and I will not go back until women get the vote."

FRANCHISE BILL IS SHELVED

No Provincial Votes for Women Who Have Municipal Privilege in Ontario—Action is Postponed

PREMIER WHITNEY'S VIEW OF QUESTION

TORONTO, March 26.—The bill to extend the provincial franchise to women entitled to vote at municipal elections was given a six months' hoist in the legislature this afternoon on the ground that sudden and unconsidered changes in parliamentary franchises are undesirable and because the subject was not discussed or brought before the people at the last general election.

Sir James Whitney, the premier, said it was no use to take two bites at a cherry. If the franchise was to be extended at all it might as well be extended to all women. Opposition leader Rowell said he was in hearty sympathy with the bill.

DEATH OF CAPT. FRENCH

Was in Command of Many Vessels on the Yukon in Years Gone By

VANCOUVER, B. C., March 27.—Captain W. Sidney French, R. N. R., died at the General hospital this evening from an attack of pneumonia. Captain French was well known in the Yukon where for many years he was on the Yukon river. During that time he commanded various vessels. Some years ago he came to Vancouver to live and has been here ever since.

CALIFORNIA AND ASIATIC PROBLEM

LOS ANGELES, Mar. 27.—Upon the decision of Judge Olin Wellborn to be made in the federal court depends the right of federal immigration inspectors to make arrests and stop the influx of Chinese into the United States, according to lawyers here tonight. The question was raised by counsel for five Chinese charged with smuggling and the attempted bribery of Inspector Chas. Miller. The attorney for the Chinese demurred to the indictment, claiming the law did not give inspectors the right to make an arrest without first obtaining a warrant naming the persons to be arrested.

Disaster's Death Roll

WELCH, W. Va., Mar. 27.—Revised figures of the deaths at yesterday's gas explosion at the Jed mine place the fatalities at 80. Officials say ninety men were in the mines and that [illegible] got out.

VICTORIA'S NEW DRILL HALL

Sum of $100,000 in Supplementary Estimates—$10,000 for Investigation Into to Sealing Claims

MILLION AND A HALF IN TERMINAL ELEVATORS

Substantial Votes for Requirements in B. C.—Dominion Government Building in London to Cost $1,000,000

OTTAWA, Ont., March 26.—Supplementary estimates were tabled today and are in the consolidated fund $13,071,526 and capital $6,537,512, or $19,610,038. With the main estimates, they make the total appropriations for 1912-13, of $117,991,831, consolidated $51,497,385 a capital or $169,489,717 in all.

A grant appears for $500,000 in the encouragement of agriculture divided on a basis of population among the provinces, also a grant of $1,000,000 for the encouragement of highways, divided among the provinces on the same basis. For the Hudson Bay Railway $1,500,000 is appropriated; for a site and the construction of a Dominion government building in London, England $1,000,000.

Victoria's Drill Hall

For public buildings: Comox, public buildings $5,000; Duncans station, public building, $10,000; Nanaimo, public building extension $12,000; Misston City, public building $2,500; New Westminster, examining warehouse improvements $1,000; public building addition $12,000; Prince Rupert, Immigrant detention building, $4,000; Prince Rupert, building further amount $25,000; Soda Creek, public building $3,000; Union Bay, public building $5,000; Vancouver, drill hall, installment of $400,000 building, $50,000; Vancouver old post-office [illegible]; Vancouver, public buildings improvements [illegible]; Vancouver Fumigating plant $2,500; Vancouver, postal station $25,000; Victoria, immigration detention hospital $8,000; Victoria drill hall $100,000; Victoria, public buildings to provide for government share of cost of new pavements put down by municipal authorities $3,210; Victoria, Fumigating plant $2,500.

Harbor Works

Harbors and rivers—Alberni, wharf $5,000; Alice Arm, Observatory Inlet, wharf $4,000; Boswell, wharf renewal $7,500; Camp Island, repairs to wharf $2,000; Campbell River, repairs and extension to wharf $3,000; Clesta, wharf $3,000; Comaplix, wharf $7,000; Coquitlam River, removing obstructions $1,500; Galena Bay, wharf $2,000; Goose Bay, Observatory Inlet, wharf $3,500; Golden, wharf $4,500; Gowland, harbor wharf, $1,000; Holberg, Vancouver Island, wharf $15,000; Kincolith, wharf $3,500; Kaslo, wharf $20,000; Kennedy Lake, improvements to outlet $1,500; Ladysmith, repairs to wharf, etc. $1,000; Massett, (White settlement), wharf $5,000; Metchosin, wharf $5,500; Nanaimo, harbor improvements $100,000; Porcher Island, mouth of Skeena river, wharf $3,500; Port Moody, wharf extension $5,200; Refuge Bay (Porcher Island) wharf $4,000; Renata, wharf, $2,500; Sand Spit Point, wharf $5,000; Savary Island, wharf $5,600; Shushartie Bay, wharf $4,000; Sooke harbor, improvements to entrance $5,000; St. James Island, wharf $2,500; Sunshine Bay, wharf $5,000; Surf Inlet, wharf $5,000; Thompson River, removing snags, etc. $2,500; Tucker Bay, wharf $4,000; Upper Fraser river and tributaries, improvement of navigable channel, further amount required $20,000; Willow Point on Lake Kootenay, wharf $14,500; Wooden River, removing obstructions $1,000; Dredging in B. C. further amount $100,000.

Telegraph Facilities

Telegraph lines—Kelowna to Penticton $7,000; Atlin to Hazelton $3,500; Bella Coola to 150 Mile House through Chilcoten $48,000; Blackwater to Fort George, telephone $8,000; Clinton to Quesnel $7,500; Fraser Lake to Omenica via Stuart Lake $3,000; Gabriola Island and entrance Island lighthouse, telephone line $1,375; Hornby Island and Denman Island to Union Wharf $900; Lillooet to Pioneer Mines extension $12,600; Malahat across Saanich Inlet, laying cable $2,000; Quesnel to Barkerville $3,500; Quesnel to Hazelton $1,500; Edgewood to Nakusp, telephone line $6,100; Lower Nicola to Canford, telephone line $3,000; Powell river to Vancouver, telegraph line $27,400.

To procure two fishery patrol boats for B. C. $10,000; investigation claims re pelagic sealing treaty $10,000; assistant postoffice inspector at Victoria $3,000, and terminal elevators $1,500,000.

Confesses to Murder

SPOKANE, WN., March 27.—J. W. Cross, the youth held for the murder of Manuel Stalnke, who was shot and killed in an empty lime kiln near here on February 5, confessed today and was allowed to plead guilty to murder in the second degree. He declared that he shot Stalnke when the latter resisted an attempt at robbery.

MR. BONAR LAW AT BELFAST

Immense Concourse of 150,000 People Acclaim Union Leader and Register Opposition to Home Rule

BELFAST, Ireland, April 9.—That the opposition of Ulster, on which the Irish Unionists mainly base their hopes of ultimately defeating the forthcoming Home Rule bill, remains as virile as 1886 and 1892, the years in which William E. Gladstone introduced his two Home Rule bills for Ireland, seem to have been demonstrated by the vast throngs of Orangemen and Unionists who today again registered their "unlimited and unalterable opposition to a parliament form in Ireland in any form."

A demonstration of 150,000 enthusiastic people passed in procession before Bonar Law and other Unionist leaders at the Royal Agricultural Society's grounds. Bonar Law in a speech said:

"I come here to give you assurance that we regard your cause not only as yours alone, but as a cause of the Empire. We shall do all that men can do to defeat the conspiracy, treacherous as it has ever been, formed against the life of a great nation. We do not know the nature of the bill to be introduced on Thursday, and, if in part of the plot to keep the country in ignorance as long as it is possible.

"I do not believe that even in a hundred of the British people regard Home Rule as good for Britain or for Ireland.

"You say, and I think that you mean it, that you will not submit to Home Rule. It will be difficult, perhaps impossible, to overcome your opposition under any circumstances. Your resistance would be irresistible, but the moral power of that resistance is increased a thousand fold by the way in which it is proposed that this calamity should be forced upon you. If we defeat Home Rule now, we defeat it forever.

"Not Theirs To Sell"

"In order to remain for a few months longer in office, the government have sold their country, they have sold themselves, and they thought they had sold you, but you were not theirs to sell."

A resolution was put from four platforms simultaneously refusing to accept Home Rule under any circumstances. This was carried unanimously and the immense gathering sang the National Anthem before dispersing.

Mr. Bonar Law was received at Larne and Mount Stewart yesterday with unbounded enthusiasm. If he had gone as a deserter he could not have excitement could not have been greater. He was received by enormous crowds at both stations, en route and here, the buildings were packed with cheering multitudes all waving the British flag. Ten thousand people passed forward to shake the Unionist leader's hand. Bonar quets were thrown to him while thousand people took up the National Anthem. Bonar Law, in one of his speeches said: "However difficult the task which lies before me, and however strongly I could wish that it had fallen on the shoulders of some other man with greater ability and experience to carry it through, I can say this that no man in the Unionist party represents more thoroughly the determination of the whole party in England and Scotland that come what may this great injustice shall not be inflicted upon the people in North-east Ulster."

This was received with very profuse cheers.

Unbounded Enthusiasm

BELFAST, Ireland, April 9.—Enthusiasm greater than that which greeted Andrew Bonar Law, the Unionist leader here yesterday, is not conceivable. The Ulster men are all pent up, even the Home Rule meetings which are to be held here and as Mr. Bonar Law is to be 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 new market and dearest to the heart of the Orangemen. The reception was large and excessively robust, and Bonar Law must have suffered physical pain from the gripe of strong hands, the biting and shoving administered by the wildly excited men, in the absence of a protecting force thronged about and tried 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 their 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 clutchings of the large crowd by the closed guard of police.

A thousand men from the Ulster 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 procedure reconstitution of the House of Lords until the policy of the disenfranchisement of the empire had been effected. 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 government to make you, or to make you a government to which you do not even consent. Although the brunt of the battle will be yours we will not be wanting help from across the channel."

TANKER ROSECRANS

Oil Steamer Floated From Rocks Near Gaviota at High Expense to Owners

SAN FRANCISCO, April 9.—The Associated Oil company's tanker Rosecrans, which went ashore at Port San Luis three weeks ago, has arrived here in tow of the company's tug Navigator, having been floated after salvage operations that are considered remarkable by shipping men. The work of getting the steamer off in deep water was in charge of Fred J. Trist, superintendent of construction of the Associated Oil company, and Capt. T. P. H. Whiteley, the veteran wrecker, whose divers and gear were used.

The Rosecrans was found to be firmly wedged on the rocks and it was decided that the only way to get her free from her tenacious hold would be to resort to using dynamite. Although this was a dangerous operation it was carried out without damage to the wrecked vessel. The divers inserted light charges and finally cleared the steamer. The tugs Sea Rover and Navigator towed on the Rosecrans for two days until she came off at high water.

Upon her arrival the damaged vessel was taken to the Union Iron works. She will be drydocked in a few days for a survey when it will be able to tell just how badly she is damaged. It is believed that a number of her bottom plates are punctured to such an extent that they will have to be replaced, while other than the dents will have to be repaired.

FOR CATCH UP TO EXPECTATIONS

Dealers Have to Figure Very Closely Nowadays to Overcome the Competition of London and New York

The supply of fur in 1911, though in several cases sent up to that of the preceding year, came fairly well up to expectations. In the case of skunk there was a larger number than had been anticipated. There was a considerable drop in ermine of nearly half and also in muskrat. Prices, especially in the most valuable furs, fluctuate somewhat only from month to month and even from week to week, for instance, silver fox is 26 per cent. less than in March last year.

Beaver has advanced over fifty per cent. and muskrat has also gone up a good responding rate. Dame Fashion, Mr. F. Foster says, is largely responsible for this; the demands of half a dozen customers will send any particular fur soaring, on the other hand she has had silver fox on his hands for months and after selling them at cost price because the market had dropped had the disappointment of seeing the price mount again the very next week.

The fur sessions at Seattle and Vancouver are conducted on the "sealed bid" plan, and so close is the fencing that unless a dealer goes into the room with a commission in his pocket there is generally a very small margin between the highest and highest when opened. Should a customer have guaranteed to go to a high figure the seller benefits by selling over market price. The great bulk of the fur goes to London markets, which all dealers, including the Hudson Bay Co., attend through their fur firm, of course, obtains a certain amount from their posts. Even so the supplies for their customers cost them so much to haul in that the cheaper prices they pay do not prove as economy in the end.

The following figures from the London market enable a comparison between this and the last year to be made:

	1912.	1911.
Mink	$ 84,200	$ 74,240
Muskrat	1,784,700	1,484,895
Skunk	652,200	587,564
Opossum	426,100	414,714
Raccoon	195,800	168,656
Civet Cat	184,600	221,192
Wild Cat	36,300	34,848
Housecat	21,500	25,020
Lynx	3,896	1,314
Marten	21,400	21,890
Fox, Red	15,825	26,940
Fox, Cross	805	965
Fox, Grey	25,600	27,760
Otter	5,670	5,173
Fisher	3,670	4,833
Badger	6,640	5,613
Beaver	6,763	7,378
Fox, Kit	3,300	3,118
Wolf	41,336	36,824

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

JAPANESE AND PANAMA LINE

Nippon Yusen Kaisha and Osaka Shosen Kaisha Awaiting Developments Before Making Decision

It was reported some time ago that both the Nippon Yusen Kaisha and Osaka Shosen Kaisha lines were contemplating the establishment of services to the Panama canal, but, according to advices from Japan, the Oriental lines are undecided. The Kobe Herald says in this connection:

"An extensive topic of discussion in shipping circles here relates to the influence the opening of the Panama Canal is likely to have on the transportation services in the Far East. It was reported at one time that the N. Y. K. was preparing to inaugurate the Panama route, and of late it is said that the O. S. K. has been seriously thinking of sending a service to that effluence. It is, however, credibly reported from one quarter that the shipping companies here are now actively engaged in draft developments, and that in the meantime all plans have been held in suspension. Another of this it is said that, despite the fact that the opening of the canal to traffic has been taken very seriously for enlightenment throughout the world, it is not likely will very closely affect the maritime transportation business of Japan and other countries in the Far East, though it may deeply affect the shipping business of America, and especially through lines from Europe to the western coasts of North and South America. Besides a large amount of capital would be required to commence such a new line, and the scheme would involve some danger. For instance, if a vessel were despatched monthly three or four large vessels would be necessary, and if a fortnightly service were maintained six vessels would be needed, and, too, vessels for such a place as Panama where coal is very dear must be of not less than 15,000 or 13,000 tons. So it is evident that a capital of ¥30,000,000 or ¥20,000,000 would be required. As to the cargo likely to be forthcoming, if the profit could be expected on the outward voyage. On the homeward run from Atlantic ports, wood would be the principal cargo. Some years later, China may demand large quantities of iron material, but at present in the minds of the Far East in this direction are not very large. As to cotton, it may be found that it will be much more convenient to transport it from some ports on the Pacific coast of the United States or of America. Without the case, the principal shipping men here consider it would be disadvantageous for companies to start a line, the amount of capital is opening a line, to establish such a line hastily enough for the time being."

The steamer Kamakura Maru, Capt. S. Kon, of the Nippon Yusen Kaisha, will reach the outer wharf this morning after a fast run across the Pacific from Yokohama. The vessel left there on March 31, according to wireless advices received by the local agents of the line, yesterday. The Kamakura Maru was in the drydock at Yokohama shortly before coaling and preparing across the Pacific. The steamer is bringing a light cargo.

The steamer Empress Mary Capt. Tomimago, of the Japanese line, left the outer wharf yesterday afternoon on her last passage to the Orient, carrying a full cargo of general freight, including shipments of flour, steel, machinery, lumber and a few agricultural implements and many passengers. The Japanese steamer will, on completing her voyage to Japan, be withdrawn from this service by the new steamer Hadzuoka Maru, which is scheduled to leave Hongkong on May 25 and will arrive here on her maiden trip on June 6th. The Tatsha Maru is also to be replaced, the new Yokohama Maru replacing this vessel in June. The two new steamers are vessels with speed of 13 knots and have a registered tonnage of 8500 tons.

The Nippon Yusen of Tokio is a recent issue states that the subsidized N. Y. K. line between Japan and California, which was opened in September last, is running at an annual loss of over ¥ 2,000,000 in spite of a subsidy of ¥1,100,000. Whether the company is able to get full cargoes down to India from Japan it is unable to compete successfully with the British shipping from Calcutta to China.

The Inaba Maru carried an unusually large number of passengers from Kobe to Philippine Insular service bound for Manila, Mr. and Mrs. D. Gainey, who will make the second voyage; Mr. C. J. Kesler, a New York business man, for Yokohama; Miss Nellie Hamwell, daughter of Mr. Hamwell of the Jamestown Tug Boat company of Everett, bound for Yokohama, accompanied by Miss Minne Hedenskoff, of Everett, etc., F. E. Hing, a wealthy Chinese merchant, with his wife and child, en route from Duluth to Canton, Mr. Inaba, a Japanese tourist, who is completing a tour around the world via London, and Lee, Tai Chee, Mr. Kwan, Y. Lee and Hing Wong, Chinese students, bound for Hongkong.

PRINCE GEORGE WAS IN HEAVY WEATHER

Grand Trunk Pacific Steamer Brought News That Which Had Been Saved From Grant

The steamer Prince George, Capt. Saunders, of the G. T. P. by was buffeted in a strong wind which arose on Millbank sound and strong breeze when she passed Seattle in Queen Charlotte sound on the voyage from Prince Rupert, arriving on Sunday morning. The steamer brought 35 passengers. The arrivals included Mr. H. T. McAlister, Government agent at Prince Rupert, Dr. W. J. Kergin, Mr. G. A. McNicoll, Dr. McNeill, Mr. J. Stowe and Mr. Dunbar Ross. When the steamer left the company's wharf for the north yesterday morning she took many passengers and many Chinese in the steerage. The saloon travellers included Messrs. W. S. Marshall, inspector of customs; N. Smith, C. Neill, J. R. Myers, Gordon Austin, G. S. Segee, J. Boon and F. Kemp.

News was brought by the Prince George of the Prince Rupert that after some weeks of idleness railway work at the wreck of the fishing steamer Grant on Kennedy Island, Captain Babington with Capt Norman Braithwaite, returned to Prince Rupert in the Rover bringing with them a good deal of machinery saved from the wreck. Pumps and winch are form the most valuable part of the salvage, but the steamer's boilers were also salved, and a second trip is necessary to Banks Island to bring them ashore to Prince Rupert. The services of a diver have been necessary to valve the machinery, and fortunately most of the valuable machinery part of the work was accomplished in excellent weather conditions.

LEEBRO TAKES STORES TO ISLAND LIGHTS

The steamer Leebro, under charter to the marine and fisheries department, left Victoria yesterday with lighthouse and wireless stations on the west coast of Vancouver Island carrying stores for the Pachena Point lighthouse and wireless station. The Leebro took two new wireless station buildings for Belowa, which is situated at Nootka, on the west coast of her cargo consisted of lumber and other building material for the Langara Island lighthouse.

Operatic Romance

PARIS, April 8.—The Paris Journal says that Miss Lina Cavalieri, the former wife of Robert Winthrop Chanler of New York, soon will marry Lucien Muratore, tenor of the Paris Opera, and that afterward the couple will sing a joint engagement to sing in opera in America. Muratore was born in Marseilles in 1878 and has been attached regularly to the opera at Paris for several years. He also has sung at the Opera Comique.

Dead, Kneeling at Bedside

PORTLAND, Ore., April 8.—Kneeling by his bedside in his room in a local hotel, Rabbi Hirsch Wegner, residing at 721 Seventeenth avenue, Seattle, was found dead today. The coroner announced the cause of death to be Bright's disease and heart trouble. Rabbi Werner arrived in Portland from Seattle, on March 29.

BECKENHAM IN FROM MEXICO

Reached the Outer Wharf at Noon Yesterday—Passenger Tells of Finding Inca Relics

The steamer Beckenham, of the Canada-Mexican line, reached the outer wharf at noon, yesterday, from Salina Cruz, with a cargo of general merchandise from the United Kingdom and European ports via the Panama canal. The steamer brought as passengers Mr. G. A. Bigar, a Tuscota man, and A. Fenton, who was adopted by him, returning from Peru and Bolivia, where Mr. Bigar has been engaged in teaching. Mr. Fenton will be left as a refugee, owing to the unsettled state of the southern republic. The country is in a very much disturbed state, he said, and many foreigners are leaving, some of them having to sacrifice their belongings. Bridges have been blown up on the railroads and the country is overrun by brigands rather than revolutionists, are plundering and generally harassing the countryside.

An interesting story was told by Mr. Bigar of the discovery made by him of an unknown city buried in the ruins of Pisagua, on the northern frontier of Chili. He was walking along the edge of a cliff when a rock dropped from his finger, and, in descending for it, he came upon the entrance to a cave, which he decided to explore. He found, after making his way for some distance, a big subterranean chamber, in which were thousands of mummies in a sitting posture, with their faces turned to the east, and on several of the gold idols as a reward. He said that many treasure-hunting expeditions have been sent into the Lake Titicaca, being the stamping ground of many fortune hunters, but the local people, who have no love for idols and other valuables to keep them from the Spanish conquerors, had evidently done the work well, for few treasures are being found.

The Beckenham encountered strong head winds when she left Salina Cruz. On the voyage south ports of Guaymas and Guaymas and Mazatlan, but nonbound cargo was taken aboard. She came direct from Salina Cruz. The steamer is discharging 700 tons of general freight at the outer wharf, and will leave for Vancouver today to discharge 1,000 tons for that port and overland points.

Another cargo to Salina Cruz is to be made by the Watts-Watts steamer under charter of the Canada-Mexican line, and the vessel will then load a cargo of sacked coal from the Vancouver Island mines for Cape Nome on account of J. J. Seabrook & Co. Her place in the Canadian-Mexican line will be taken by the steamer Shale, of the J. H. Wolford Co., which is now en route to this port and Vancouver from the Atlantic with a cargo of steel pipe.

STATION MEN ARE AT WORK

Day Laborers Being Employed to Carry on Construction of Canadian Northern in British Columbia

YALE, B. C., April 9.—Two hundred men, station men and their helpers, are at work today on Burns, Jordan & Welch's section of the Canadian Northern Pacific stretch of road between here and Spuzzum. Only one gang of station men of the 14-mile section are idle and they may take up their tools again at any time. The station men at work are employing day laborers and paying them the rate of wage prevailing before the strike and working them ten hours a day. Some 150 men worked on the stretch of road yesterday and were not molested. Special constables are on guard at the various camps, with constable Dunwoody of Haugland in charge of the whole.

LYTTON, B.C., April 9.—The provincial representative yesterday paid two camps at rankens and paid their surprise visits. They were in excellent condition and kept for the fact that there were no bath houses. Failed to comply with the terms of the Health Act. The chief visitor was that of Dailey & Morrison, a couple of miles west of Savona on the Thompson river. This firm has adopted the unique scheme of building the camp on a scow, which is towed from place to place as the work goes along the grade. It is moored in the current and all the refuse is carried away immediately. The camp contains a kitchen, dining-room and quarters for 20 or 25 men. It is high, dry and clean. Several idle men are about the camp. They are on strike, not because they want to be, but because they were practically forced out and they do not hesitate to express their resentment.

MOUNT McKINLEY

Party Which Sets Out From Fairbanks Is Unsuccessful in Making Ascent

FAIRBANKS, Alaska, April 7.—Evelyn Ashcroft, of the Fairbanks Tinana Mount McKinley expedition, which left here on February 5, returned tonight, having unsuccessful in the attempt to scale the mountains. The party succeeded in attaining an elevation of 17,000 feet on the north side of the mountain, east of Peter Glacier. Further progress was barred by precipices of ice and the lack of supplies, and the interest of the season made it inadvisable to renew the attempt by another route.

Members of the party believe the assent feasible, but from the ridge, Nothing was seen of its approach. Led by Professor Herschel Parker, of Columbia University, and Belmore Brown, of Tacoma.

The Fairbanks Times expedition was composed of four men—W. R. Lewis, a native of Tulare, county, California, formerly assistant engineer, in the United States reclamation service; Jas. Yuma; Martin Nash, of Dawson, and Anson McCabe, who worked with the government engineers in the Fairbanks district, and Jack Faulkner, a noted musher. The party took everything and it down.

It was the intention of the Times expedition to confirm the story of Tom Lloyd, who left an expedition in 1910, that he reached the summit of the mountain by making the ascent from the north side. Lloyd was accompanied by three other Alaskans, said the climb occupied a month and that the summit was reached on April 2. Pete Anderson, W. R. Taylor and Charles Mendell, who were with Lloyd in the first attempt, returned to Fairbanks June 8, 1910, and said they had made a second assent on May 17. Members of the Lloyd party claim that measurement placed the height of the mountain at 20,500 feet.

COMOX DISTRICT LOOKING GOOD

Mr. M. Manson M. P. P., Visits the Capital City on a Good Roads Expedition—Tells of Developments

On a motoring expedition in support of the propaganda for good roads in his constituency of Comox Mr. Michael Manson has arrived in the capital with a view to placing the matter before the Provincial government. In addition to this good cause, Mr. Manson brought down with him a most excellent report as to the general condition of the country and the optimism of the people, the expansion of the mines and the prospects of the future. To a Colonist correspondent he recounted a series of important industrial developments that must in the very nature of things have a healthy reaction upon the growth of the community and that of the communities, in his constituency.

In response to a query as to what occasioned the urgent need for the new roads in the district of Comox Mr. Manson replied that there were so many industrial changes taking place that his district was practically undergoing a transformation. Quarter sections were being divided up into small home lots of from one to twenty acres in order to meet the tremendous demand for locations that occurred as a result of the growing industrialism. He pointed, as an instance of the changed circumstances, to the increased operations of the Canadian Collieries, Ltd., which concern is at the present time engaged upon the sinking of a new shaft for their number 2 mine, the construction of a new line to the mine and the bolstering of the old line to Union Bay, together with the erection of a hydro-electric plant for the operating of all the mine machinery by electricity instead of by steam; alterations, additions, and improvements, which mean an expenditure of something like two million dollars.

Over and above that there are great developments proceeding in the cannery business, several of the concerns located within the parliamentary jurisdiction of Mr. Manson having doubled their plant in view of the increased facilities for handling the output, and the consequent advantages to them in the markets of the world. The Anderson Cannery at Quathiaski Cove has spent a considerable sum of money in extending its plant so as to increase the amount of production in proportion to the increased facilities. The cannery at Alert Bay, owned by the B. C. Packers' company, has followed suit strongly and a number of the other smaller concerns are now following in the lead with all possible expedition, and it is certain that during the current year, according to figures at present to be totalled up, it will be found that they are greatly in excess of any previous year.

"As a matter of fact," says Mr. Manson, "there never has been anything like the prosperity of industrialism throughout the district. Coincident with the developments in the mines and in the canneries, which, in themselves are sufficient to have absorbed all the free labor in the district, settlers continue to come in great numbers, and while of course many of them find employment in these concerns the great bulk of them evince a desire to take up land, with the result that even in this phase the constituency is undergoing a great change, and the great many farms of yesterday are disappearing and their places are being taken by subdivisions of four, eight and twelve acres, which this tendency is particularly noticeable in the Courtney Valley where I think it is generally conceded that the land is of a more productive character, than perhaps in any other part of Vancouver Island. This sentiment of the country people with predilections in favor of agricultural pursuits are flocking in great numbers, and it is only a question of a very short time before the entire valley is taken up in this way, and when it is, I fancy that there will be no place on the Island or on the Mainland either in richness, with it for abundant fertility and natural beauty.

"Away to the south of the Island, in the vicinity of Nanaimo bay and Cedar District, Quamichan there is a great boom on the strength of the proposed railway connection. Nothing else is talked about, and the land values are up in a vertical movement is a much lauded body in that district. And it is not at all surprising that this should be so, for it is admitted all over the country that for the raw agricultural of the government is developing that valley as a railway policy of this official juncture in the development of the Island as a whole, things will not have been in vain, because just while they are proceeding at the present time, due largely to the faith of its people in the future of the country that they have taken up practically all the available land in the district, and when the railway does come it will find as well as make settlement.

Mr. Manson also briefly referred to the great developments that are being undertaken at Powell river, where a new pulp and paper mill has been established. Mr. Manson understands that the mill will be in active operation this year.

BURNING STEAMER

Passengers From Beached Ontario Arrive Safely at Boston

MONTAUK POINT, N. Y., April 8.—The fate of the steamer Ontario, of the Merchants and Miners Transportation Company, which was beached here on the early this morning, is unknown tonight. With her passengers taken off safely, the steamer's crew stuck to the ship, and as the hours passed by fought the flames, which appeared to be getting beyond control of men, and from the shore tonight flames could be seen bursting through the forward decks. No fears are felt for the safety of the crew. Much of the cargo consisting chiefly of cotton, has been jettisoned.

BOSTON, Mass., April 8.—A group of tired, hungry passengers of the Merchants and Miners' steamer Ontario, which was driven ashore, bursting, on Montauk Point, Long Island, early today, arrived here today from New York. Conn., where they were landed by a tug. Most of them were without baggage. A number, dressed in nightclothes, that they had apparently sufficient clothing. When the Ontario was run ashore she carried 35 passengers, 21 from the second cabin and ten Italians in the steerage.

CONSPIRATORS ESCAPE

Montenegrin Ministers Who Plotted Against Sister Marrow Way to Liberty Through Subterranean Passage

LONDON, April 8.—The thrilling escape of the former minister of Montenegro, Jovanovitsch, and other ministers who were fellow prisoners in the fortress of Podgoritza, is related in a Constantinople despatch to the Chronicle. Jovanovitsch and his comrades made their way out of the fortress by digging through a stone wall. They were condemned in October 1907 to 15 years' imprisonment, for complicity in a plot against Nicholas I. of Montenegro.

Horse Trainer Dead

NEW YORK, April 8.—Word was received here today of the death on April 5th last Saturday of James F. McCormick, for many years one of the best known horse trainers of the western turf. He was 56 years old. Among the better known winners in his county trainers by McCormick were Alcoda, Wicmot, of the Suburban handicap, and his own horse, Gloriflee, which won the Metropolitan and Carter handicaps the same season.

EXTRADITION IS GRANTED

Bernard F. O'Neill Will Have to Stand Trial on Charge of Embezzling Funds of Idaho Bank

VANCOUVER, B. C., April 8.—Judge Grant this afternoon gave an order for the extradition of Bernard F. O'Neill who is wanted in Wallace, Idaho, in connection with charges of fraud and embezzlement arising out of the failure of the State Bank of Commerce, of that place. In the meantime no further bail will be allowed and O'Neill must remain in the custody of the city police until an officer arrives from Idaho to take him back to stand trial there.

Judge Grant gave a written judgment, consisting of 24 pages of manuscript. He reviewed all the evidence. Most of the objections raised by Mr. S. S. Taylor, counsel for the defendant, he overruled.

"I cannot say," he said in conclusion, "that I have no doubt of the innocence of the accused, and in the face of the manner in which the books of the bank were kept, strengthened by the action of the grand jury in finding true bills and the action of the judge in issuing criminal warrants against the prisoner, I feel that there is ground to justify a committal which is all that is needed in this case."

He added that he had no doubt from all the authorities that the offences charged all came within the extradition treaty. He said further that he had grave doubts of the wisdom of granting bail for persons being held for extradition. He quoted the Clayton and Orrens and Whittaker cases to show where it had been refused in similar cases. In view of this he ordered that the accused be committed to gaol pending his surrender to the American authorities. He could be kept for 15 days, but if no steps were taken to remove him he might apply for habeas corpus. In the meantime the court must issue a warrant for commitment.

The warrant was taken by Detective Campbell, who was in court and who took charge of the accused.

Judge Grant said further before leaving the court, that the warrant of extradition by no means meant a verdict of guilty.

O'Neill came to Vancouver in September last and took a position with a trust company. Then the prosecuting attorney of Shoshone county, Idaho, took proceedings for his extradition and O'Neill at the instance of the state was arrested on charges of fraud and embezzlement. He was brought before Judge McInnes' insufficient evidence. However, the prisoner was rearrested on the forthcoming and, after several days hearing the judge held that no case for extradition had been made out. O'Neill was then released and took a position with a lumber company for several weeks ago he was again arrested.

PRINCESS BEATRICE STARTS NEW SERVICE

Will Make Weekly Run to Granby and Way Ports on the Northern British Columbia Coast

The steamer Princess Beatrice, Capt. Howes, which returned early yesterday morning from the Queen Charlotte Islands, left port again yesterday for Ladysmith to load and will leave Vancouver this morning, inaugurating a new service to Granby, Observatory Inlet, the Alert Bay, Rocky Bays, Rivers Inlet and Ocean Falls. The steamer Danube for the arrival of the steamer Tees from the south on Sunday, and she will sail north away Tuesday.

Dirty weather was experienced in northern waters by the Princess Beatrice. When crossing Hecate Strait the steamer ran into a heavy gale, and encountered huge seas. For Johnson Straits, Snowstorms were also experienced, and when the vessel was at Nanaimo Bay on her northward voyage there was 18 inches of snow on the ground.

DREADFUL FROM THAMES

New Toyfoot Coming From United Kingdom For the Western Canada Lumber Company

VANCOUVER, April 8.—The steel log Dreadful is fitting out on the Thames for a voyage to Vancouver, which she will commence in a few days, and which, it is expected, will occupy 70 days. She has been bought by the Canadian Western Lumber company, and is a powerful craft 125 feet long, displacing 800,000. She will handle 2000,000 feet of logs and will be used to tow booms from Comox to the mouth of Howe Sound, where the company's tugs, Cheetah and Fearful, will take them over and tow them to the Fraser mills. The Dreadful was built by Henry Pollock and company, of London.

Railroad Strike Imminent

MEXICO CITY, April 8.—American conductors and engineers employed by the national railways of Mexico City will walk out on April 15 unless some unforseen circumstances intervene. The railroad managers refused the demands of the men. The latter had voted to strike if the companies reply was unfavorable. Nearly eight hundred persons are affected.

Nelson is to have a rose carnival in July, the flower show people being on flouts on the lake.

Edwin Gautier and Vernon Fraser have been committed for trial from Kamloops on a charge of burglary and robbery at Lytton.

James McBride, driver of a donkey engine at the plant of the Ocean Falls Pulp company, committed suicide last week by shooting himself.