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WOMEN FIGHT IN RANKS OF PEASANTS

Many Found Among Dead---Troops Use Field Guns Loaded With Grape Shot, Against Insurgents.

Bucharest, March 30.—Field guns loaded with grape shot, according to the official reports, are winning against the revolutionary party, whose arms are mostly hay forks and scythe blades. The insurgents were able to hold their own against the troops at close quarters and even withstood cavalry charges, doing

Terrible Execution

with long pronged forks and scythe blades strapped to a long pole, but the slaughter since the troops used artillery appears to be terrifying them into submission.

In the district of Vlashica, where the outbreak was particularly serious, large numbers of insurgents have surrendered and have denounced their leaders to the authorities with the result that many of the latter have been arrested. The government hopes that with the

Leaders in Jail

the undisciplined bands will soon abandon the field. The self-styled generals usually turn out to be country school masters and village priests.

Numbers of women are fighting in the insurgent ranks and many of them have been found among the killed.

Details of the attack made by the peasants on Galatz show that a pitched battle was fought. The insurgents, who were several thousand strong, began the assault at midnight,

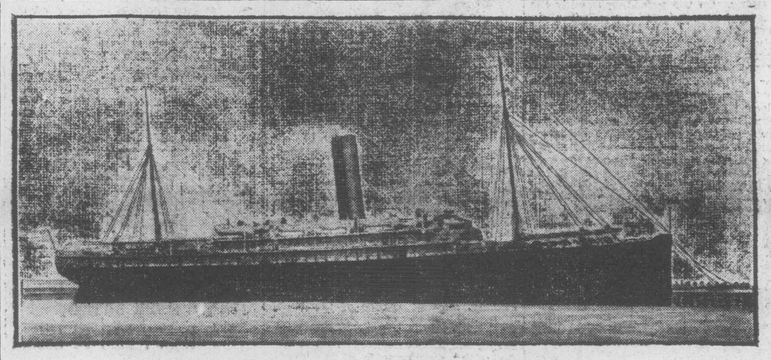
Carried the Outer Earth-Works

by storm and captured a suburb, which they set on fire. Three battalions of infantry attempted to stop the peasants' entry into the city, but the fork and scythe-armed rustics fought desperately, hand to hand, and had

Almost Defeated the Troops

when the governor ordered field guns loaded with grape to be fired at them, and they fled.

A number of conflicts between troops and peasants continue to be reported. Artillery was used at Valcelele and elsewhere, and some instances whole villages were utterly destroyed by fire of nine-inch shells.



STEAMSHIP PRESIDENT, NEW VESSEL FOR NOME RUN.

Steamship President, built for the Pacific Coast Steamship Company by the New York Shipbuilding Company of Camden, N. J., was given a severe trial trip, and more than came up to requirements. Built for 15 knots, she maintained a speed of between 16½ and 17, and handled herself perfectly in every way. Her trial trip did not consist of a spin of a few hours, but extended over a period of two days, during which time she was manoeuvered in very conceivable manner. A record of her trip was maintained with the shore by means of her wireless apparatus, and President Ford, of Seattle and Manager Pearce, in San Francisco, were kept advised from time to time. Steaming continuously the President should reach San Francisco by May 10th, and be in Seattle in plenty of time to make her scheduled trip to Nome on June 4th.

The President is described as being a magnificent ship and one that will surely prove popular on this coast. She is a single screw ship, 416 feet 3 inches long; 48 feet beam; 29 feet 2½ inches depth of hold. She has a double bottom and was constructed under special survey of the American bureau of shipping for the society's highest class A-1 for 17 years. There are accommodations for 294 first-class passengers. The staterooms are large, and are arranged so that two or three persons can be placed in each. The second-class quarters will accommodate 108 men and 26 women. The vessel will carry 107 as crew. The view accompanying this article shows her lines, and is the best that has been received in the city since the ship was launched. It was taken at Camden, N. J.

CATTLE COMPANY ACQUIRES RANCHES

Well Known British Columbian Properties Pass Into Hands of Joint Stock Company.

(From Saturday's Daily.)

With a share capital of $2,000,000 a company to be known as the Canadian Estates, Limited, has been formed under a distinguished board of directors to acquire the whole of the share capital of the Douglas Lake Cattle Company, owning the Douglas lake ranch, the best known and the most valuable of the cattle and horse ranches in the province of British Columbia. The ranch is situated at the head of the Nicola valley about 50 miles from Kamloops and on the main line of the C. P. R.

This widening of enterprise in the province is largely due to the branch lines which the C. P. R. is throwing out in that neighborhood. The Spence's Bridge-Nicola branch is already in operation, and a line is under construction from Nicola to Princeton by means of which a considerable portion of the company's property will be brought within a few miles of the line. Another reason is that the company has hitherto been composed of three shareholders, who through advanced age are parting with their interests.

The property consists of approximately 99,448 acres of freehold and 10,000 acres of leased lands, with about 300 miles of fences in excellent condition, manager's house, stables, cattle and horse caraals and cattle sheds, also trading store with complete stock-in-trade, blacksmith's shop and farming machinery of all kinds at head and sub-stations, valued at $785,910.

The live stock comprises 175 thoroughbred Hereford and Shorthorn bulls, besides 13,000 head of cattle, largely Herefords and Shorthorns, 1 Shire and 7 thoroughbred Clydesdale stallions, 85 pure bred Clydesdales, and 656 head of horses, valued at $436,520.

In consequence of the enormous influx of settlers into Western Canada, and the large amount of railway construction that is being carried on at the present time, the demand for cattle and horses has increased so rapidly that it has outstripped the supply. Owing to this and to the fact that the cattle stations in Northwest Canada are being largely converted into wheat farms, while many of those in British Columbia with lands suitable for fruit growing by irrigation are being cut up for that purpose, prices for beef and horses have risen considerably, and the same condition seems likely to prevail for many years.

The following are extracts from the "Official Bulletin" No. 10 (for 1905), issued by the legislative assembly of British Columbia, viz:

"There are many ranches worthy of mention, but perhaps the most noted is that of the Douglas Lake Cattle Company, situated at the head of the Nicola valley, about 50 miles from Kamloops, on the main line of the C. P. R. The stock on this ranch consists of about 15,000 head of cattle and 2,000 horses, most of which are well bred and many of them registered animals.

"It is only a matter of time when all these ranches will be divided into smaller farms, supporting ten times their present population; the big ranch will then be a thing of the past. Beef can be produced on these ranches for less than $2 per hundredweight, and sells at the coast for $8 or $10. This explains how some ranch owners have become millionaires."

The chairman of this new company is the Right Hon. H. O. Arnold Forster, M. P., ex-war minister of the British Empire. Among the directors are Cecil Ward and A. Egerton-Leigh, J. P., also directors of the Western Canada Land Company, Limited.

The subscription list was recently opened in London inviting subscriptions for 215,000, 7 per cent. participating preference shares of $5 each at par. Of ordinary shares, 84,000 have been issued in part payment of the purchase price. A further 100,000 of ordinary shares are being held in reserve. The preference shares in addition to the 7 per cent. dividend which is non-cumulative, are entitled to one-half of the surplus profits after 7 per cent. has been paid on the ordinary shares. The estimated annual profits are sufficient to pay the preference dividend and leave a balance of $74,000.

The Douglas lake horses are already well known and sought after by buyers from the Pacific coast and Northwest Canada as well as the United States, and Messrs. Ricardo, manager of Lord Aberden's Coldstream ranch at Vernon, and Palmer, fruit inspector to the government of British Columbia, in their report state that "the Minnie lake" and "Caperon lake" stations are admirably adapted for raising heavy horses. The directors propose to give this branch of the business special attention in the future, and anticipate that large profits will be realised from this source, as the demand for such horses is in excess of the supply, and the prices are consequently high.

FACTORY TO BE AT ANACORTES

SITE SECURED FOR TREATING FIR WOOD

Another Plant Will Be Located Within a Short Time on Vancouver Island.

(From Saturday's Daily.)

Work will begin at once upon the construction of a factory by the Puget Sound Wood Products Company. It will be located at Anacortes, where inducements have been offered for the locating of the building. Thirteen and a quarter acres of land, fronting on the water and within the Great Northern line of railway immediately at its rear, has been given. Water will also be brought to the site, and the company given every facility to enable it to proceed at once with the location of its plant there.

R. N. Calkins, the mechanical engineer under whom the process has been perfected, has returned to Victoria after visiting the Sound, following the test run which was held here a week ago. The delegates from the Seattle Chamber of Commerce, who came over to Victoria to see the process, have given most flattering reports upon its success, which has assured residents of Seattle of the stability of the enterprise.

At the time of the run here the management showed its faith in the process by inviting the fullest investigation. Mayor Morley and the city engineer, C. H. Topp, were asked to be present and attended during a part of the time the work was in progress. They both speak of it in a very optimistic way. Mr. Topp says, while he does not pretend to be an expert in this kind of work, the company certainly got the quantities of products claimed, and if these are of the quality claimed the returns should be excellent.

The cord of wood treated at the test give the following returns:

7.85 gallons pure turpentine,
17.14 gallons second-grade turpentine, or wood spirits of naphtha.
88 gallons of high-grade tar.
138.86 gallons pyroligneous acid.
880 pounds, 55 bushels, chemically pure charcoal.

In speaking of the tests upon his return to Seattle, Geo. B. Kittinger, representing the Seattle Chamber of Commerce, said he is absolutely convinced of the fairness of the test all the way through, and that the products were obtained from the original cord of wood.

"I am," he said, "sure that the products mentioned in the foregoing statement were all obtained without the use of any foreign agents, and are the result of the process perfected by Mr. Calkins. There is no doubt the establishment of plants for the use of this process will mean great things for Puget Sound, and will convert into valuable commodities vast quantities of what has hitherto been considered only a waste product of the great timber fields of this section of the country."

The Puget Sound Wood Products Company, which is subsidiary to the parent company, formed in this city and controlling the process, is meeting with a very ready sale of stock. The first plant to be built at Anacortes will be capable of handling 50 cords of wood a day.

The property upon which the plant will be erected has 450 feet of water frontage, so that the situation is admirably adapted for the operations. Situated convenient to the islands, east of the southern end of Vancouver Island, the main supply of wood will be drawn from there. It has been found that the timber of the islands exposed to more sun and to the weather produces better all-round results than does the fir from the dense forests. It is therefore an advantage to have the raw material drawn from these islands.

Before the Anacortes plant is completed, Mr. Calkins says that the sister plant to be located on Vancouver Island will be started. Other plants along the coast will be erected later.

The work of getting the plant constructed has already begun for the Anacortes factory. The plant for the Vancouver Island works will be constructed in this city as far as possible.

The intention of the company, Mr. Calkins says, is to at once proceed with the process of recovering the creosote from the product.

Mr. Calkins will act as general superintendent of the factories. He will have control of the mechanical, and will in each branch have a staff of assistants. No man knows the business like Mr. Calkins, who for three years has been constantly engaged in bringing the process to perfection.

The process lends itself to a very wide extension in the number of factories. There is a splendid market for all the products, and a market which is steadily increasing. When the creosote is taken out there will be still better results, as the sale for this product is increasing at a wonderful rate.

It will be a satisfaction to Victorians to know that the original company is located here, and that the whole process connected with the industry was worked out in the Victoria experimental factory.

WILL SHIP ORE.

Mines at Sidney Inlet Are Being Developed by Capitalists.

(From Saturday's Daily.)

The Indian Chief group of mines at Sidney Inlet on the West Coast of Vancouver Island are to be fully developed by the syndicate of Chicago, and eastern capitalists who recently bonded it. Mr. Davis, an expert mining man with a wide experience in the interior of the province, visited the property recently in the interests of those who have bonded it. It is reported that he considers the mine capable of producing splendid results as a low grade proposition. It is likely that the mine will be developed on a large scale so as to allow of its being practically quarried.

A tram line will be put in about three-quarters of a mile in length to connect the mine with deep water, and when this is done shipments will be possible to the smelters on the east coast of Vancouver Island.

The first autobiography in the English language is that of Sir John de Mandeville, born at St. Albans in 1300, and the greatest traveller of his time.

HON. J. BRYCE AT THE CAPITAL

HE DECLINED TO DISCUSS POLITICS

Refused to Make Any Statements Regarding Relations Between Canada and States.

Ottawa, March 27.—Ambassador Bryce on being interviewed by press correspondents at Government House spoke pleasantly of mountain climbing in the Rockies, literature and a variety of other subjects, but would not touch on anything regarding his official position or politics. He said he had made many visits to Canada and liked the Canadian people. He would not declare himself on the question of a Canadian attache at Washington or the official relations between Canada and the States, but was firm in his declaration that both political parties were thoroughly imbued with the importance of the colonies.

A luncheon was given His Honor yesterday at Rideau Hall, Sir Wilfrid Laurier and other members of the cabinet being present.

GENERAL BOOTH IN THE TERMINAL CITY

Head of the Salvation Army Discusses the Question of Immigration.

Vancouver, March 30.—General Booth arrived early yesterday morning and was welcomed not only by the local ranks of the Salvation Army, but by Mayor Bethune and a large deputation of citizens.

In the forenoon General Booth gave an interview to newspaper men in the Hotel Vancouver, and immigration was practically the only question discussed. He said: "The great mistake you people make in this country is that you seem to be wanting men with money, sons of farmers or others with £500 in their pockets. Well, most of these men have been to boarding schools and have spent their time around Piccadilly, where they could do no good. These are not the kind of men to come into the wilderness and make homes for themselves. If they come out they will not stay, but if you get people who have been used to hard times and roughing it, they will make their homes here."

"With some people," continued the general, "religion seems to stand in the way of the Army's immigration scheme. When we first took people out to Queensland there were compalints that we were going to dump down the refuse of Europe there. Now we have just received a request from that country to send them out a thousand men and the government will guarantee their passage money, one year's employment and all the expenses of distribution. In Canada I look for good results."

In the afternoon and evening he addressed large audiences at St. Andrew's church.

MORE SURPRISES IN THAW CASE

COMMISSION WILL EXAMINE ALIENISTS

Dr. Hamilton Among Experts to Give Evidence Regarding Prisoner's Mental Condition.

New York, March 30.—Resumption of the examination of Harry K. Thaw by the commission in lunacy will take place this morning. Two hours were spent in interrogating the prisoner on Thursday, but how long the commission will take to question him fully is not known. It is thought that he will be in the witness chair all of this morning's session and part of the afternoon.

Almost as important as the questioning of Thaw by the commissioners will be the examination of the alienist, Dr. Allan McLane Hamilton. The news that he had been subpoenaed was a surprise, as it had been hinted by Chairman McLure on Thursday that no medical experts would be called by the commission. The peculiar position of Dr. Hamilton bears towards the case strengthens the interest in his testimony. He was one of the first experts retained by the case. He examined Thaw not long after he killed White and was furnished with evidence gathered in Europe and elsewhere by Thaw's counsel. Fresh sensations are looked for in consequence.

Now that Dr. Hamilton has been subpoenaed it is rumored that other alienists will follow. There is therefore much speculation as to when the commission will be able to reach a conclusion and report to Justice Fitzgerald. In any event the hopes of Thaw's counsel and the prisoner himself that the commission would close its work with his examination have been shattered.

Thaw Before Commission.

New York, March 30.—The Thaw lunacy commission went into executive committee this morning with Harry K. Thaw before them.

PETITION OF CITY TEACHERS

(From Saturday's Daily.)

In connection with the recent request of the city teachers for an advance in salary, which request was termed "a hold-up" by Trustee Lewis, the petition, as signed by practically all the teachers, was as follows:

"To the Chairman and Members of the Board of School Trustees of the City of Victoria:

"We, the undersigned teachers of the schools of this city, respectfully submit for the earnest consideration of the board of school trustees the following:

"1. That there has been an admitted general increase in the cost of living, amounting to at least 25 per cent.

"2. That this increase has been met in other cities by a corresponding augmentation in the salaries of their teaching staff.

"3. That Victoria has maintained a leading position in the province in the results of education, attributable to the labors of the teaching staff, and that to keep the pay at the present low scale, as compared with other cities, is an unmerited reflection on their capacity.

"4. That the public interests require an efficient teaching staff, and that to in-

THE WRECK OF EXPRESS TRAIN

SEARCH FOR VICTIMS HAS BEEN ABANDONED

Corrected List of Dead Shows That Twenty-Two Persons Lost Their Lives.

Colton, Cal., March 29.—A terrible train wreck occurred yesterday afternoon one mile east of here. A Southern Pacific train from New Orleans was wrecked and to-night the death list totals 30. A large number were also injured, many of whom will die. The train ran into an open switch while going at the rate of forty miles an hour and ten of the fourteen coaches were derailed.

Four cars, which remained on the track, in which were a number of passengers, were smashed to kindling wood.

Most of the dead were Italians from New York and New Orleans, going to San Francisco. They occupied the smoker and day coaches, where the dead were terribly mangled. The injured were taken to this city in vehicles of all sorts and the Colton hospital was quickly filled to its capacity. Many were then taken to the Presbyterian church and to private residences.

But two Americans are known to have been killed. Mr. Sharp, of Muncie, Ind., was instantly killed. The baggageman of the train, whose name has not been ascertained as yet, was also killed. Engineer Clarence E. Wormington and Fireman Victor Crebb jumped, but were caught in the wreckage. Out of about eight Pullman passengers only two sustained serious injury. The three Pullman coaches and diner which were on the rear of the train did not leave the track. The occupants of these cars were mostly unhurt.

The Florence Roberts Theatrical Company occupied one coach, which was hurled from the tracks. Both ends of it were crushed by the impact against the others. Two of the twenty-two members of the company were injured. Miss Roberts escaped unhurt. The escape of the occupants of this car was remarkable, considering the manner in which the coaches were splintered and torn. The men and women were hurled from one end of the car to the other. There were three tracks where the accident occurred, which is in the open country.

There was absolutely no warning of the impending catastrophe. The engineer saw the signal of the open switch when but a few rods distant from it and had no time to sound even a whistle of warning, much less to reverse the throttle or set the brakes. The engine left the track, turned over on its side and plowed a great distance along the right-of-way. The broken wreckage of the day coaches and smoker, filled with the bodies of the dead and injured, were hurled all over it. Helpless passengers, imprisoned in the wreckage, called frantically for help. By a miracle the train was not set on fire. Those of the passengers who had escaped set at once about the work of rescue.

Colton, Cal., March 30.—The list of those who met death in the wreck of the Sunset express, which was wrecked Thursday afternoon in the Southern Pacific yards, has been completed and the search for additional bodies supposed to be buried under the wreck was abandoned as useless.

The corrected list of dead, including two men who have died since the accident, is 22.

Eighteen of them were Italians, nearly all of whom were immigrants on their way to San Francisco. The others were: Albert W. Shea, mail clerk, Los Angeles; George L. Sharpe, Muncie, Ind.; H. I. Walters, Sacramenta, Cal.; Patrick Egan, Southern Pacific section foreman.

Egan, who died last night, is not believed to have been aboard the wrecked train. He was found unconscious near the scene of the disaster. His death is believed to be due to an epileptic fit, induced by witnessing the accident. Six of the injured will die.

RUN DOWN BY ENGINE.

Four Boys Instantly Killed on Pennsylvania Railroad Near Buffalo.

Buffalo, March 29.—Four boys were run down and instantly killed by a light engine on the Pennsylvania railroad tracks at Indian Church road, near the eastern city line, to-night. They were returning from a hunting trip and were walking along the tracks. A passing freight train drowned the noise of the approaching engine, which ran them down. Frank Rose, the engineer of the light engine, and Charles Coushaine, his fireman, said they did not notice the boys on the track until after the accident. It was quite dark at the time, and the dust raised by the passing freight train obscured the boys from view.

FORMER EDITOR DEAD.

Redlands, Cal., March 30.—William Penn Rogers, for a quarter of a century a resident of this valley, but who was formerly an editor of Harper's Weekly, died here suddenly to-day, aged 63.

During the debate in the Russian Dauma on the question of the relief of the unemployed in the cities, M. Dechapridze, on being called to order for remarks that were declared to be incendiary, said that the salvation of Russia lay in the spread of the revolution. As he left the tribune he exclaimed, addressing the house: "I call upon you to seize the executive power."

The Chinese claim that rice wine was manufactured by their King, Ching-Yang, as early as 1998 B. C.

THE HERRING FISHERIES.

Newfoundland Fishermen Protest Against the Exclusion of Americans.

St. John, Nfld., March 30.—Advices from Bay of Islands to-day say that a number of fishermen at that station held a public meeting on Thursday and all adopted resolutions protesting against the policy of the government in excluding the Americans from the herring fisheries there. The resolutions call upon the Imperial government to take measures to secure the unobstructed prosecution of the herring fisheries by the Americans. The resolutions were forwarded to the governor to-day for transmission in the British cabinet.

The village of Bay of Islands was built up by the American frozen herring industry.

QUESTION OF DISARMAMENT.

Senator Delahai Says Diplomats Do Not Want to See Matter Settled.

Brussels, March 30.—Senator Rosse Delahai, one of the founders of the peace society, said in an interview yesterday that he did not believe the question of disarmament would come up at the next Hague peace conference because diplomacy does not want to see this matter settled. Were it done, the senator said, the role of the diplomat would be considerably curtailed, if not altogether abolished, and therefore the diplomats were bound to do their utmost to keep the question of disarmament out of the programme.

ATTEMPT TO KILL ADMIRAL.

St. Ptersburg, March 28.—While Rear-Admiral Greive, commander of the port was inspecting this morning the slip in which the cruiser Rayan is being constructed, a bomb weighing five pounds was hurled at him. The missile fell in the snow within two feet of the admiral, but did not explode. The would-be assassin escaped.

FIRE AT BALTIMORE.

Baltimore, Md., March 30.—Fire early to-day destroyed the plant of the Maryland Steel Car Wheel Co., located at South Baltimore. The damage is estimated at $100,000.