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## THE VOTERS' LISTS.

It is announced from Ottawa that the opposition will fight desperately, even to the extent of an indefinite prolongation of the session, to prevent the passage of the bill providing for a federal revision of the voters' lists previous to a Dominion general election. In that case, Mr. Borden will counter against the adoption of a principle by strenuously advocating the technicality that it is not unusual for the present leader of the opposition to perform such peculiar evolutions. He has been retained by the redoubtable Mr. Bower of this province in the case, and when Mr. Bower gives the word of command there is nothing to be done but jump to attention.

The Toronto Globe of a recent date thus speaks of the proposed measure: Mr. Robert Rogers has announced his undying hostility to the clauses in Mr. Aylesworth's Dominion elections bill which provide that the voters' lists in the provinces of Manitoba and British Columbia shall be revised previous to each federal election. Opponents of this provision ask why the provincial voters' lists in all the other provinces are to be accepted and not those in Manitoba, for example. The question is one to which fair-minded people will ask a satisfactory answer.

The answer is that in all the other provinces the lists upon which the Dominion elections are held are the municipal assessment rolls. In Manitoba such is not the case. There the lists are made up by a staff of registration clerks appointed by the provincial government, their work being reviewed by revising barristers. It may be taken for granted that the registration clerks appointed by the government are invariably partisans. The revision is carried out every year, and in years when a provincial election is not expected the registration clerk in many of the constituencies makes up a list largely to suit himself. As every practical politician knows, the work of watching the lists and keeping them purged of names that should not be there is costly, and there is a tendency to avoid it when no election is expected to be affected by the result.

So much has this operated to the disadvantage of the Liberal party in the province that the handicap is recognized and deplored. It will not be denied that this is a state of affairs that should not be allowed to affect federal elections, at least. What does Mr. Aylesworth's bill propose to do? It proposes, whenever a Dominion election is called, to take the provincial lists in Manitoba and have them revised. It may be said, is not this what the provincial authorities do? Yes, but the difference lies here: when the revision of the lists is taken up only after a writ has been issued, when an election is on, and when the people on both sides know that on that list the voting will take place, they will be vigilant and awake to the necessity of having clean lists. Instead of half-hearted or no-hearted interest there will be the keenest interest, both parties taking care to strike off names that should not be there and to put on those that should. What possible objection can there be to an honest, up-to-date lists procured in that way?

One thing, however, should be premised. When the bill gets into committee stage an effort should be made to put the impartiality and judicialty of the revising officers beyond question. The sole object of parliament should be to get lists which are a true index of the electors who have a right to vote under the law. The Manitoba provincial lists offer no such assurance, and it would be monstrous to hold federal elections under them.

## "HE WAS A GOOD MAN."

Sir Henry Campbell-Bannerman has also gone to join "the great majority." Now that his career is at end, there will doubtless follow the usual discussion as to the value of the public services rendered by the late Premier. There may be differences of opinion respecting the status of Sir Henry from an intellectual point of view compared with some of his more brilliant contemporaries. But upon some points there can be no differences of opinion whatever. Sir Henry Campbell-Bannerman was a good man, applying the term in its broad, comprehensive sense. His character was most lovable. He was the father of the House of Commons in a special sense, having represented the constituency of Stirling for about forty years; and his paternity was ungrudgingly acknowledged by the members. The Premier possessed the invaluable faculty as leader of the House of Commons of pouring oil upon the troubled waters of party strife. After the bitterest of debates, a few sentences from him, and the members were in good humor with themselves and their political opponents.

ponents. They deferred to the judgment of this man, with his wide experience and broad, tolerant views upon questions which, from a purely partisan standpoint, admitted of no compromise. So that, looking back upon the career of the late Premier, considering how tempestuous is the course of the average statesman; the hostilities he invites; the prejudices, the passions and the bitter partisanship he encounters—especially if he be as all successful in his public mission—surveying the past of Sir Henry Campbell-Bannerman, can it not be said that in his great life's work he was not unqualifiedly successful? It is true that for the greater part of his public mission the departed statesman was numbered in the House of Commons with the minority. Even in that minority for the greater portion of his lifetime he was not considered as specially endowed with the qualities of leadership. But when the opportunity came he rose to it with unexpected skill and finesse. It is doubtful whether any of his political colleagues, credited by general consent with more brilliant qualities of mind, could have successfully led the Liberal party to victory and held it together after one of the most notable triumphs of all time had been won. Having held the confidence of one constituency for forty years, having gained the affection and esteem of the members of the House of Commons in an unprecedented degree, having won the confidence and trust of the Crown and the love and veneration of the subjects of the Crown, can it not be truthfully said that Sir Henry Campbell-Bannerman's career was not an unqualified success? He was a good man; gentle, kindly, honorable, incapable of anything mean or contemptible in order to gain a party advantage. Could a higher tribute be paid to the most commanding genius who ever sat in the councils of the nation?

## THE SITUATION IN BRITAIN.

Widely divergent are the views expressed by the leading newspapers of Great Britain upon the subject of the recent vote in the House of Commons on the resolution in favor of Home Rule for Ireland. Unionist journals are almost unanimously of the opinion that the question has been shelved for ten years, if not for all time. The papers supporting the government are, for the most part, quite as certain that some time in the indefinite future, the question must be granted a comprehensive measure of self-government, as we have it in Canada or as our neighbors have it in Australia. Mr. John Redmond, the leader of the Irish Nationalists, seems to accept the interpretation of the Unionists as the more correct exposition of the situation. He holds that the elevation of Mr. Asquith to the Premiership has completely changed the relations of the Irish party with the government party, and hence he has issued a mandement practically calling upon Irish electors in England to oppose the re-election of Mr. Churchill and other Liberals who have accepted office under the new Prime Minister. This change of attitude, coupled with the new life which has been injected into the Unionist party by recent electoral successes, apparently makes the result of the bye-elections, especially in constituencies where the Nationalist vote is strong, very doubtful. It is admitted that the prospects of Mr. Winston Spencer Churchill in the northwestern district of Manchester are by no means bright. At the same time it is pointed out that the defeat of the minister, while it would naturally be a matter of regret, would have no serious effect upon the prestige of the government. It would not modify in the slightest degree the ministerial programme nor weaken the ministry in the House of Commons. Mr. Lloyd George, the new Chancellor of the Exchequer, has declared that an act providing for pensions to the aged will be placed upon the statute books within a year. The Chancellor is a young and exceedingly determined man. When he says, as usual, that the national purse, that a policy which will unite all the elements of the party shall be carried out, there is no question whatever that he will have his way. So that, even with the Irish Nationalists united against the government, there is every prospect that the Asquith Ministry will continue in office to within a measurable distance of the extreme term of the present parliament. Further than that it is quite useless to speculate. Much may occur in the course of five years to completely change the aspect of the political situation in Great Britain.

## IN CONCLUSION, MAJOR HODGINS.

In his references to Major Hodgins the Times has stated nothing but facts. In his letter to the Times, published last evening, the Major did not say directly, but insinuated, that he had called at this office and asked us to give currency to his unsupported charges against the transcontinental railway commissioners. Major Hodgins did not call at this office and discuss the subject of his grievances at all. We have been informed that he had a conversation with the Managing Director of this paper outside of the office in the presence of other parties, when he was informed that as he had already chosen another channel for the ventilation of his allegations, in which he had indulged in threats as to what he would do when the circumstances were opportune, he could not reasonably expect the Times to es-

pouse his cause. Apparently Mr. Hodgins believes a general election is pending, that the present session of the House of Commons is nearing an end, and that there can be no suitable opportunity for an investigation of the reasons for his discharge by the commissioners, and that therefore his time has come. This is not an unusual exclamation upon the part of Major Hodgins of the traits of some specimens of humanity. We have heard of employees in private lines of business who, for good, substantial reasons resorting to reprehensible methods in order to secure revenge. It is possibly quite natural that the Major should, in the circumstances considered, decide to play the part of an incendiary. That is a matter between himself and his conscience. He says that he has laid the facts before Sir Wilfrid Laurier, before one of the members of Sir Wilfrid Laurier's government, before high officials of the Grand Trunk Pacific Railway, before the engineers of the said railway, before every possible authority with power to act. The Premier did not think there was anything revealed that called for action upon his part. The member of the government told the Major to give the greatest possible publicity to his charges. The Grand Trunk people have also treated the Major's sublime solicitude for the welfare of the country with silent contempt. Therefore, according to Major Hodgins, there is a grand conspiracy upon the part of all these prominent men for the despoliation of the treasury. Would it not be more reasonable to assume that there is a general consensus of opinion that Major Hodgins is actuated by malice against the parties he considers responsible for the loss of a very remunerative job?

Now the bold, vindictive Major is going to appeal to the opposition. We trust his application will be successful. We hope all the facts respecting his dismissal will be brought out for the benefit of the public. In that hope we dismiss the Major and his charges for the time being, merely expressing the opinion that if he had been desirous of preventing the spoliation of the country and not by motives of revenge, the time for him to speak was immediately upon his discovery of the alleged wrongdoings.

## RAILWAY ACCIDENTS—A COMPARISON.

The Scientific American publishes an interesting article dealing with the loss of life on British railways compared with similar losses on the roads of the United States. Our readers are quite frank in its comparisons, which, it is perhaps unnecessary to say, are altogether favorable to the British systems. In treating the subject, it is pointed out that British railways carry in a year a much larger number of passengers than American lines, notwithstanding the fact that the mileage in the States is 30,000 compared with 27,000 in the older country. A comparison of the statistics in the year 1906, the Scientific American says, as published in the reports of our interstate commerce commission and of the British Board of Trade, shows that during the year 1906, 730,000,000 passengers were carried on all the railways of the United States and 1,240,000,000 passengers on the railways of Great Britain. Now, the carrying of a billion and a quarter passengers on 27,000 miles of road means a very much denser traffic than carrying of 800,000,000 passengers on over 200,000 miles of railroad. Furthermore, it will be admitted, that the risks of accident are proportional to the density of the traffic, and that, on two equally well-maintained railroad systems, we naturally expect to find that the greater number of accidents happen on the road with the denser traffic, or the one carrying the larger number of passengers per mile of track.

A comparison of the statistics for 1906, however shows that as far as the United States and Great Britain are concerned, the system with the denser traffic shows by far the smaller number of casualties. It is probably safe to say that the surest test of safe railway operation is the number of collisions and derailments; and we find that during the year named there were 235 such accidents in Great Britain, as against 13,455 in the United States. In these accidents 58 passengers were killed and 681 injured in Great Britain, as against 146 killed and 6,053 injured in the United States. The number of employees killed and injured in Great Britain in train accidents was respectively 13 and 140, as against 873 killed and 7,483 injured in the United States. The number of employees killed by coupling accidents, falling from cars, etc., in Great Britain was 425, and in the United States 2,338, and the number of employees injured in the year was 4,225 in Great Britain as against 32,664 in the United States. The astonishing disparity between the records of the two countries is further established by the records for the year 1904, when only six passengers were killed and 554 injured in Great Britain as against 382 killed and 8,231 injured in this country.

The New York technical journal then proceeds to account for the state of affairs it discloses by quotations from official returns. Its conclusions are of value to us in Canada, inasmuch as there is no question that conditions in this country are very similar to the conditions south of the line. There is a feeling in Canada—it has not yet assumed the form of a tradition—that

length of service or experience is not to be taken into account in the operation of railways and railway trains—that the veteran has outlived his usefulness and that young men make the most efficient servants from the point of view of the companies and also from the point of view of public safety. Here are the views of the Scientific American, which may be credited with possessing expert knowledge upon the subject:

"Although the superior safety of British railroad operation is due in large measure, no doubt, to the higher average of excellence of the roadbed and rolling stock—a considerable portion of our railroad system being even yet of the pioneer type—the true secret of the difference is to be found in certain fundamental traits of national character. The smooth and safe working of the British railroad is chiefly due to the inbred cautiousness of the employees; to their natural inclination to remain for many years in the same position, thereby acquiring thorough familiarity with the conditions; and, lastly, and chiefly, to the excellence of the railroad discipline. There can be no doubt that the prevalence of railway accidents in the United States is due to large measures to the fluctuating, migratory character of the labor. A census of railway employees at any given time would show that a considerable percentage of them are either new to their positions, or are contemplating a change in the near future. No amount of natural intelligence and alertness can give the American railroad man that familiarity with the duties of his position which marks the British employee, who has probably held his job for a dozen or fifteen years past.

"Even more serious, as a predisposing cause of railway accidents, is the lamentable lack of discipline which is becoming increasingly manifest in these days of labor union interference. This has been carried to such a point, that the officials of our railroads have, no longer that direct control of the employees which is absolutely essential to the maintenance of discipline. Until this condition of things has been changed, it is hopeless to look for any material reduction in the annual number of killed and wounded on our railroads."

But a very short time ago the problem which confronted the government of Canada was how to secure immigrants. Now the problem is the selection of immigrants from the thousands knocking for admission. The arrivals yearly are greatly in excess of the number seeking entrance to the United States when the population of that country was equal to that of Canada at the present day. Therefore, although the growth of the republic has been phenomenal, the expansion of Canada is evidently going to be much more rapid. One hundred years ago that population of the world was kept down by almost incessant warfare. To-day the conditions are different. Excess of population in any country must seek opportunities in the new world. The most attractive portion of the new world is Canada.

President Eliot of one of the great American universities says football as played in the United States ought to be anathema. Other forms of sport have their usefulness in the promotion of physical and mental culture. It is not so with football, the professor contends. He says college sport should be of the kind that can be kept up with advantage after the academic career comes to an end. He recommends rowing, cricket, golf, etc., "which are useful to any healthy man until he reaches the age of sixty years." It is well to have the department dispelled that the rush line is the nursery to greatness. A Harvard student who boxed indifferently is president and a former captain of a university rowing crew is slated for the position of Secretary for War. Where are the halfbacks of the past?

Mr. William Mackenzie, for over twenty years Ottawa correspondent of the Times, and one of the best known and most popular newspaper men in Canada, has been appointed to an important secretarial post by Sir Wilfrid Laurier. Mr. Mackenzie is an able and exceedingly well informed man. The position he has been called upon to fill is a new one, we believe, a development of the recent change in Imperial relations.

Two communications, one signed "Englishwoman" and the other "Englishman," have been received, but cannot be published because the writers have not complied with the invariable rule that letters intended for publication must be accompanied by the name of the writers.

And so the Esquimaux Water Works Company will not even consent to Victoria procuring a supply of water from the sea. It is a fine thing to think that one concern takes such a deep interest in our welfare, if we may be permitted to put the matter in that way.

The McBride government is evidently deliberating very seriously over Victoria's water question. Possibly if the people have patience they may yet get judgment before the summer is over.

It is generally agreed that while the late Premier of Great Britain may not have been a great man, he was a man of noble character. And character is the essential thing, even in politics.

## AGRICULTURAL SOCIETY MET

## MADE CHANGES

## IN PRIZE LISTS

## Number of New Classes Added to Fruit Exhibits.

The advisory board of the Agricultural Society met last night in the committee room of the city hall and dealt largely with the change in the fruit exhibits. After considerable discussion it was decided that seven extra classes should be added to the commercial exhibits, and that one of the last year's classes should be so limited as to make it possible for smaller growers to compete. The other class cannot be so limited without the consent of the holders of the cup, which is at present R. M. Palmer & Sons.

It was also decided to cut out altogether the district exhibits, but to give prizes for individual exhibits. The prize money will be given to these, and it is thought that the results will be more satisfactory. Last year there was but one district exhibit in the show, that from Chilliwack.

A standard of judging was adopted, and a number of other details attended to. The following is a summary of the new classes added and the changes made.

In commercial fruit exhibit grown east of the Cascades, the regulations to read, "commercial varieties packed for market in standard packages, not less or more than two boxes or crates of each variety, and not more than six varieties of any one class of apples, pears, plums, prunes, peaches, etc."

Commercial Fruit, Open.  
Best display of 3 commercial varieties, flat apples packed for market in standard packages, 2 boxes of each variety, size of fruit 3/4 to 4 tier, \$15, \$10, \$5.

Best display, 5 boxes one variety flat apples, packed for market in standard packages, size of fruit 3/4 to 4 tier, \$15, \$10, \$5.

Best display, 5 boxes one variety winter apples, packed for market in standard packages, size of fruit 3/4 to 4 tier, \$15, \$10, \$5.

Best display, 5 commercial varieties of pears, packed for market in standard packages, 2 boxes of each variety, \$15, \$10, \$5.

Best display of plums and prunes, 5 commercial varieties packed for market in standard packages, 2 crates of each variety, \$15, \$10, \$5.

Best display, any other fruits, quinces, crab apples, peaches, grapes, etc., limited to 6 boxes or crates, \$15, \$10, \$5.

Individual Agricultural Exhibits—Entry Fee 5 Per Cent. of First Prize.

For the best individual exhibit of fruits, grains, grasses, dairy products, roots and vegetables, the products to be grown by the exhibitor and to be distinct from any other entry, 1st prize \$75, 2nd prize \$50, 3rd prize \$25.

Standard of Judging.

In judging this exhibit, quality will be considered more important than number of varieties.

Fruits, fresh, 350 points.  
Fruits, preserved, syrups, jellies, etc., 250 points.

Grains and agricultural seeds, 250 points.  
Roots and vegetables for table, 250 points.

Forage plants, 150 points.  
Dairy products, 250 points.

Roots and vegetables for stock, 250 points.  
Arrangement, 50 points.

Total, 2,000 points.  
Entries for the agricultural exhibit must be mailed to the secretary on or before September 5th, 1908.

## THE CHRISTIAN'S DUTY TO THE FRANCHISE

## Practical Address by Rev. J. M. Dean Before Young People Last Night.

The necessity for Christian people to take part in the politics of their country was the theme of an able address by Rev. J. M. Dean, of the Tabernacle church, Seattle, at the quarterly rally of the Victoria Christian Endeavor union. Mr. Dean advised the men of the country to identify themselves with the organization of one or other of the present political parties rather than to talk of a third party which experience had shown to be impracticable.

The meeting which was largely attended was held in St. Andrew's Presbyterian church. R. C. Horne, president of the union, occupied the chair and introduced to the meeting Rev. Dr. M. P. Talling, who is supplying the pulpit of St. Andrew's church during the absence of Rev. W. Leung Chay, Dr. Talling, on behalf of St. Andrew's church, welcomed Rev. Mr. Dean to this city.

Several matters of business were then taken up, including the presentation of reports. That of the treasurer showed receipts of \$58.35, with expenditures of \$42, leaving a balance of \$16.35. It was decided that the regular quarterly rally which would in the ordinary course of events take place in July should be dispensed with as it might not be possible to get a representative meeting owing to many people being out of the city.

R. C. Horne, the president, and R. W. Coleman, the secretary, were ap-

pointed delegates to the annual convention of the British Columbia union which takes place in Vancouver, Sept. 2nd to 7th.

After a solo by L. Marsh the chairman called upon Rev. Mr. Dean, the subject of whose address was "The Christian's duty to the Franchise." There were, he said, three reasons given by Christian men for abstaining from an active participation in politics. The first of these was that Christians were not interested in things temporal but in the work of the kingdom of God. The second excuse advanced was the allegation that politics were corrupt, and that in having anything to do with them a Christian was bound to become defiled. The answer to this was that Jesus Christ had come to this world because the world was corrupt and the Christian should follow His example. In following in the footsteps of his Master, a Christian could not avoid taking an active part in politics for they were a part of the life of the country.

The third reason was more subtle than the others for it was to the effect that perfection in the world was impossible. It could not be secured through human agency so that there was no object in the Christian interfering in the affairs of the country. It was Christ's wish that his servants should be busy at all times attempting to improve conditions. He came on election day and for many years about our firesides with our slippers on. He would judge us," added Mr. Dean. The theme of the scriptures was righteousness. In the olden times the prophets had taken an active part in the government of the country. Christians should be found in the same position to-day. The Bible was the inspiration of representative government and the people of Victoria would not be exercising the franchise if it had not been for the word of God. It was incumbent upon the church to show that it was not neglecting the temporal problems of the day, as it was charged by some that it was doing. For example the laboring man was not getting the fruit of his work. He instanced the case of the miners of Pennsylvania who were compelled to work for a mere pittance. If the Christian voter exercised the franchise honestly, many abuses would be wiped out speedily. The liquor interest, he said, was a great evil. Columbia politics because Christians held aloof from political conventions.

Rev. Hermann Carson and Ald. Gleason, in moving and seconding a vote of thanks to the speaker, spoke of the great help the address had been.

A solo by Miss Seaworth brought the programme to a close and a social time was then spent in the lecture room where refreshments were served.

## WILL BUILD HOME.

Nurses' Quarters at Jubilee Hospital Will Be Proceeded With.

(From Wednesday's Daily.)  
Following on the decision arrived at at the previous meeting that the architect should report on the cost of clearing the proposed site for the new nurses' quarters to be erected in the grounds of the Jubilee hospital, the hospital board has now received the report of the architect. Architect Keith to go ahead with his plans, so that the new nurses' home will be commenced in a very short time.

The site chosen for the new structure is that portion of the hospital grounds bounded by the east fence and lying close to the Cadboro Bay road. The plans are to provide for a building of about forty rooms, and when completed, these will all be furnished with the most modern and comfortable of those that are to spend their off hours there in rest.

The building is to be pushed forward with the utmost dispatch. In addition to the new home for the nurses, the committee have decided upon the erection of a sun room in connection with the children's ward, the plans for which have been submitted and approved by the committee. This matter is in the hands of the ladies' auxiliary of the hospital, and they will be notified at once that the addition may be started, and the completion of this work, it is thought, will be a matter of a few weeks only.

The committee have also received a report from the finance committee recommending the payment of the monthly accounts and ordered that they be paid.

Dr. Leeder, who is acting in the place of Dr. Hasell, the resident physician, who was absent, read the resident physician's report for the month ending July 1st. The last month the total day's stay had numbered 2,385, the daily average being 82, and the total number of patients treated 184. The report was adopted.

The matron of the hospital reported the receipt of the following donations: B. M. Jordan, 25 boxes orange juice, 10 boxes lemons; Mr. Bell, \$10 for the children's ward; Mrs. Byrne, cake and oranges; Mrs. H. D. Heincken, peaches and oranges; to all of whom a vote of thanks was accorded.

A number of other matters of minor importance were taken up and the meeting then adjourned.

President F. B. Pemberton occupied the chair, and introduced to the meeting Mrs. Phoebe Rhodes, E. A. Lewis, J. W. Bolden, R. E. Brett, Alex. Wilson and H. E. Newton.

RAILWAY COMMISSION.

Ottawa, April 23.—The Railway Commission has re-arranged its proceedings and will hereafter sit monthly. Indiscriminate sittings have produced a great deal of work for one day and then affairs piled up. Yesterday twenty-two cases had accumulated. This impressed the board with the necessity for a regular system.

## POISON MYSTERY.

Quebec Woman's Body Found Saturated With Arsenic—Husband Accused.

Quebec, April 23.—In the case of Omer Rochet, accused of having poisoned his first wife, Mary Anne Plamondon, on November 21st last, Dr. J. H. Gaudin, who performed the autopsy in his evidence said he had found the body saturated with arsenic, and in his opinion no other cause could be assigned for the death than arsenical poisoning. His evidence was corroborated by Dr. Vallee, who assisted in the examination of the body.

## IMMERSION CONVERT.

Toronto, April 23.—Rev. Geo. A. Lowes, pastor of the Parkdale Congregational church, stated at a specially called meeting of Baptist clergymen that he believed in the necessity of total immersion. As the Baptist church recognizes the Congregational ordinance, Mr. Lowes can now fill a Baptist pulpit. He has resigned the pastorate of the Parkdale church, and has been accepted by the Baptist Union.

## PORT SIMPSON SAILED TO-DAY

## PASSENGERS BOOKED

## FOR HER FIRST TRIP

## Hazelton Has Made Trip Up Skeena to Copper River.

(From Thursday's Daily.)  
At 6 o'clock this morning the new Hudson's Bay steamer Port Simpson steamed out of the harbor for Port Eslington in command of Capt. S. B. Johnson. As she left the wharf a small number of people on the Hudson's Bay wharf gave her a send-off, and the remarks were generally heard that she was, unquestionably, the finest craft of her kind in North America. It is anticipated that the steamer will reach Eslington by Monday night, given fair weather, and she will possibly make her first trip to Hazelton next week.

Capt. Johnson will have charge of the Port Simpson until the 1st of May, when he will leave to take over the G. T. P. steamer Distributor, his new command, Capt. T. J. Jackman relieving him.

The first trip of the company's other steamer Hazelton was made this week, the boat leaving Port Eslington on Monday last for Copper River. Up to the present the river is not yet clear of ice in the vicinity of Kitseukla, and it is therefore impossible for the river craft to reach Hazelton. The Skeena is, however, rapidly clearing, and navigation to the forks on which Hazelton is situated should be possible in a few days.

The Port Eslington will undoubtedly be the star boat on the Skeena this summer, as she surpasses her rivals in the way of modernity, strength and speed of fittings. She was designed by Capt. Johnson and built under his supervision by Alex. Watson, and to both of these well-known local men the highest praise is due for turning out such a handsome and up-to-date steamer.

Passengers leaving on the Princess May for Eslington to-night have been booked to travel by the Port Simpson on her initial trip.

## AMUSING DREAM OF A COLONIST REPORTER

## Story Regarding Imaginary Steamer and Overdue Wages Denied.

(From Thursday's Daily.)  
Considerable amusement was caused among the officials of the department of marine and fisheries' local branch and local shipping men, by the publication of the following enigmatical "story" in this morning's Colonist.

"The charter money of the steamer Deans, D. S. Curles; entertainment marine department at the rate of \$80 per day; in now four months overdue, and the monthly wages going by without any cheque being received from the government for the arrears. This is constantly expected, however. Hope is held that it will be not long deferred, as a day or two ago the caretaker of the marine hospital received his wages due since December. Some of the local officials are also long overdue in the pay. Some have been obliged to borrow money from friends pending receipt of wages due them since December. Others have been paid up-to-date."

Capt. Gaudin, marine agent, denied the statements made in the above paragraph and stated that he knew of no such steamer as the Deans nor had a vessel of that name ever been under charter to the department. As far as the part respecting wages being overdue, Capt. Gaudin stated, and other members of the department confirmed him, that all officials had been paid up to date as is customary in the department.

In the case of payment of accounts from the marine hospital it has always been the case that the exigencies of departmental business have thrown them later than other accounts, but several days ago the hospital officials received cheques now settling their accounts up to December last, but paying the later bills due and settling all accounts up to date. The publication of such a story, which intended to be humorous, is both untrue and unwarrantable, is severely deprecated by all acquainted with the facts.

## FIGHTING STANDARD OIL.

Roumanian Government Directs Bill Against Petroleum Combine.

Bucharest, Roumania, April 22.—The Roumanian government has laid before the chamber of deputies a bill directed against the petroleum combine. This action is the result of the agitation against the Standard Oil Company which the Roumanian oil dealers have carried on for some time past.

Several municipalities in which the Standard Oil tanks have made regulations, in regard to taxes, which have rendered it practically impossible for the company to conduct business. Minister of Finance Constantinescu, speaking in the chamber on behalf of the proposed measure, said amid unanimous applause: "The Americans say America for the Americans." We will say Roumania for the Roumanians."

The chamber has approved of the American Roumanian commercial convention, which was signed on April 16th, but it made exception of the petroleum industry, concerning which the government reserved freedom of action.

The honorary treasurer of the Protestant Orphan's home, acknowledges with thanks the receipt from Bishop Cridge, of \$15, from a friend.

## GAS PRODUCTION PLANT

## EXPERIMENTAL IN THE U.

## Results of the Connection With Vancouver.

The fuel consumed in the latter part of the manufacturing plant power yields less than available energy. The superintendent of the plant estimates the total operation of the plant—the utilized cent. It is this of our most important existence, as measures, it is limited by experts, that has been development of oil and gas engine. The plant of this type will utilize more of the available energy.

The gas engine in the latter part of the manufacturing plant power yields less than available energy. The superintendent of the plant estimates the total operation of the plant—the utilized cent. It is this of our most important existence, as measures, it is limited by experts, that has been development of oil and gas engine. The plant of this type will utilize more of the available energy.

For a long time these internal-combustion city gas, but that except for engine. Cheap gas was essential to the development of the engine, and to both of these well-known local men the highest praise is due for turning out such a handsome and up-to-date steamer.

Passengers leaving on the Princess May for Eslington to-night have been booked to travel by the Port Simpson on her initial trip.

AMUSING DREAM OF A COLONIST REPORTER

Story Regarding Imaginary Steamer and Overdue Wages Denied.

(From Thursday's Daily.)

Considerable amusement was caused among the officials of the department of marine and fisheries' local branch and local shipping men, by the publication of the following enigmatical "story" in this morning's Colonist.

"The charter money of the steamer Deans, D. S. Curles; entertainment marine department at the rate of \$80 per day; in now four months overdue, and the monthly wages going by without any cheque being received from the government for the arrears. This is constantly expected, however. Hope is held that it will be not long deferred, as a day or two ago the caretaker of the marine hospital received his wages due since December. Some of the local officials are also long overdue in the pay. Some have been obliged to borrow money from friends pending receipt of wages due them since December. Others have been paid up-to-date."

Capt. Gaudin, marine agent, denied the statements made in the above paragraph and stated that he knew of no such steamer as the Deans nor had a vessel of that name ever been under