M'BRIDE TALKS TO BIG AUDIENCE

PREMIER ADDRESSES ASSEMBLED BARACAS

H. C. Brewster Presides — Other Speakers at Banquet in First Baptist Church

The absolute necessity of adequate transportation facilities, the certainty that the population of Canada in general and British Columbia in particular, would increase with leaps and bounds in the next few years, Canada's Imperial destiny, British Columbia's extraordinary natural resources and his determination that the province within the next three years should have a university equal to any in the world were the points of the speech delivered by Premier McBride at the banquet given in the First Baptist church Tuesday night.

The church at Yates and Quadra streets was beautifully decorated, the hospitable board carried a substantial cold collation and every place was adorned by a tastefully designed menu card and toast list in the shape of an old-fashioned willow pattern plate. After ample justice had been done to the good things on the table, a long and elaborate toast list was carried through.

The first speaker was H. C. Brewster, M.P.P., who as chairman, in a happily worded speech, proposed the health of the King. The audience responded by singing the National Anthem. This was followed by a vocal solo rendered by Edmund Petch, admirably accompanied by Miss L. Scowcroft.

"The National and Provincial Outlook" was proposed by A. B. McNeill in a witty speech, replete with humorous anecdotes. He declared that its people were a country's best asset and maintained that the history of Canada, so far from being uninteresting and devoid of incident, was both interesting and exciting and one that a Canadian might well be proud of. He was glad to see the Hon. Richard McBride among them that night and welcomed him in the name of the Baptist community of Victoria. (Cheers.)

The audience joined in heartily singing the "Maple Leaf for Ever," and the chairman introduced the guest of the evening.

The premier, after thanking the committee for honoring him with an invitation, said that only last year he had been present at the celebration given in New Westminster in honor of the jubilee of the mission work of the Jesuit Fathers in British Columbia. He testified eloquently to their pioneering work, and said that excellent work along the same lines had been done by the Methodists, whose convention in Victoria he had attended the very day after. This night it was his pleasure and his privilege to speak before representatives of the Baptist community. He believed that he would not be far wrong if he said that a great deal of the history of Canada was closely bound up with the growth of the Baptist church.

After paying a warm tribute to the ladies, whose work had made the banquet possible, the premier paid a neatly-worded compliment to Mr. Brewster as the leader of a great party in the House and declared that, however strenuous their strife might be within the walls of parliament house, he was always charmed to meet him at the festive board.

He declared that he had been looking in the records to ascertain the growth of Canada's population and he had discovered that only forty years ago her population was just over 3,000,000. To-day it was 8,000,000. In 1830 the population of the United States was only 8,000,000, and in fact the population of that country had shown no marked or sudden increase, until transportation facilities had been obtained. Once the transcontinental lines went through, the increase had been rapid. He believed that within the next 25 years Canada would have a population of from twenty-five to thirty millions. Canada had as much arable land as the United States, and Sir Wilfrid Laurier was right when he declared that the nineteenth century belonged to the United States but that the twentieth belonged to Canada.

British Columbia had enormous natural resources and all that was necessary to develop them was railroads. Canada was the land of opportunity and that in Canada thrift and honesty were bound to bring success. British Columbia was the biggest timber country in the world and the lumber business had increased 500 per cent in the last few years. This increase, however, was nothing compared to what was coming in the next four years, when the Panama canal was open and ships going home to England would not have to brave the perils of the Horn. Mr. McBride declared that the forests of the country should be looked on as a sacred trust, and made an eloquent appeal for the conservation of natural resources. Among these resources he enumerated the fisheries, the arable lands, the scenery and the climate and declared that all that was needed to bring British Columbia to the front was more railroads. In the last analysis, he continued, transportation was a federal problem, but it concerned the provincial parliaments more closely.

The premier exhorted his hearers to forget party politics and to remember only that they were subjects of the Empire. He personally was trying to do his duty as leader of the people of British Columbia, rather than the chief of any one political faction. One of the first things that he hoped to do before going out of office was to provide facilities for higher education in British Columbia. He declared that they were going to have a university that would be the equal of any in the world. This was a bold statement, but he believed that he could make good his prediction. They had the faith and the energy and, not least important, they had the money. He hoped that the university would be an accomplished fact within two years and a half and he was determined that, when it was, its graduates should take rank with those of any collegiate body in the world. The subject was an important and far-reaching one, pregnant with possibilities. Mr. McBride concluded with a happily worded tribute to the Baracas, and sat down amidst loud cheers.

The other toasts were: "The Civic Outlook," proposed by J. L. Beckwith, response by Wm. Marchant; "Our Church," proposed by H. J. Pollard, response by the pastor, Rev. J. B. Warnicker; sub-topics, "Men, Finances, Missions," responses by A. J. Clyde, Dr. W. Russell, W. Christensen; "The Ladies," proposed by Ald. H. F. Bishop, response by Mrs. C. Spofford.

Those contributing to the musical programme were: Edmund Petch, Harold Shandley, H. B. McKelvie and J. G. Brown.

MARINE NOTES

Under charter to the marine and fisheries department, the steamer Leebro is due to leave here in a few days for the West Coast with supplies and stores for the lighthouses.

* * *

Leaving Hongkong on Saturday last the R. M. S. Empress of India is due to arrive here on February 3. She will make the regular ports of call in the Orient and is reported to be bringing a large quantity of silk.

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A quantity of wood pulp machinery which arrived overland from Brantford, Ont., for the Powell River Pulp and Paper Co., is being taken from the Terminal City to the new mill station by the C. P. R. steamer Otter.

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To load a full cargo of coal for San Francisco, the steamship M. S. Dollar, which was here recently discharging 600 tons of sulphur, has been ordered by her owners to proceed to Nanaimo. The Dollar line has secured a contract to deliver 28,000 tons of coal at the Golden Gate.

* * *

On Tuesday the sealing schooner Thomas F. Bayard was launched from the Victoria Machinery Depot ways after receiving her annual overhauling, preparatory to the sealing season. She is expected to get to sea at the end of next month. Her owners are now signing a crew.

* * *

On Monday the Canadian-Australian liner Zealandia left Sydney, N. S. W., en route to Victoria and Vancouver and is due to arrive on February 8. The Makura of the same line, which arrived here last week, is now loading her cargo for the Antipodes, amounting to 1,000 tons, including principally salmon, lumber, automobiles and sewing machines.

* * *

What may have been a tragedy of the sea was reported by the British ship Buccleuch, which arrived Christmas day at Ipswich from San Francisco. The captain of the windjammer said that on December 9th he was in company with another vessel, which appeared to be making bad weather of it. At 2 o'clock the next morning a rocket was seen by those on the Buccleuch flaring in the heavens, and when daylight dawned there was nothing of the ship which had been observed the day previous. A fierce gale prevailed, in which the Buccleuch lost a number of sails and had her decks flooded.

* * *

The Union Ironworks, San Francisco, has secured the contract from the Interisland Steam Navigation Company for the construction of a fine steel steamer to be used between Honolulu and Hilo and other intermediate island points. The vessel will cost $336,000, and work will be started on it immediately at the yards of the Union Iron Works. The steamer, which will be completed in December of this year, will be 240 feet long, 36 feet beam and 19 feet deep, with a mean draft of 16 feet. She will have a speed of 14 3-4 knots and a cargo capacity of 1,000 tons dead weight. There will be thirty-four first class staterooms fitted with two berths each, and the equipment will be thoroughly up to date in every particular. The steamer will have a four-cylinder triple-expansion engine of 2,400 horsepower and four Scotch boilers.

REPUBLICANS HOPE TO INCREASE MAJORITY

Senate Leaders Believe New Mexico Will Give Them Two More Votes

Washington, D. C., Jan. 17.—Republican senate leaders are trading upon the prospect of New Mexico, with a reactionary constitution, winning, and Arizona, with a progressive constitution, losing the struggle for immediate statehood. As New Mexico is Republican and Arizona Democratic, they predict that the prospective Republican majority of eight in the senate will be changed to ten before next December.

New Mexico will have its constitution in the hands of President Taft for approval by the middle of February. Arizona cannot get the result of the vote on its constitution to Washington before congress adjourns March 4. New Mexicans predict their state will go into the flag by July 4.

In the New Mexican constitution there is no hint of such things as nomination by popular vote, the recall, the initiative or the referendum. It is regarded as certain that the president will approve it. Arizona's constitution, on the contrary, provides even for the recall of judges by districts and it is not thought the president will approve of it hastily.

Deafness is more prevalent in cold countries than warm countries, the ear being sensitive to changes in temperature.

NELSON STATISTICS

Nelson, Jan. 17.—Statistics gathered from the Dominion and Provincial government offices in the city and from the city hall show that the increase in the customs and inland revenue receipts, the law business transacted in the local courts and the building permits issued during the past year over 1909 is must substantial, and clearly indicate the pace at which the city is growing.

The permits issued during the past year for buildings outside the fire limits reached the total of $72,425 while those for buildings inside the fire limits totalled $91,005, a total of $163,430 for all buildings. The increase for the year was $51,943. In addition to this total of $163,430 covered by permits within the city limits a sum of approximately $10,000 for improvements made to the C. P. R. stores, blacksmith shops and depot, and for about $35,000 on the new C. P. R. was expended.

The inland revenue returns for 1910 showed an increase of $3,418.30 over those of the previous year. The figures were respectively $34,882.48 and $31,454.18. The customs returns for the port of Nelson give an increase of $9,876.54 over 1909. The total for last year was $103,272.86 and for 1909 the total was $93,396.32.

There was a considerable increase in practically all branches of legal business passing through the office of T. M. Bowman, local registrar of the supreme and county courts. The number of cases in the supreme court for the year was 61, compared with 51 in 1909, and in the county court 174 cases were entered as against 151 in the previous year.

There was an increase of 41 in the number of births recorded with Stephen H. Hoskins, registrar of births, marriages and deaths, the total for 1910 being 186 compared with 145 for the previous 12 months. There were 88 marriages as against 124 for 1909, and 127 deaths in 1910 compared with 132 during 1908.

DIES SUDDENLY.

Vancouver, July 17.—A tragic circumstance marked the close of the municipal campaign in South Vancouver. John Lyttleton, a candidate for councillor for Ward III., died very suddenly Sunday morning, presumably from an attack of heart failure.

The late Mr. Lyttleton had attended a meeting of the ratepayers on Friday night. After its close he took the car to his home in Wilson road, and shortly after arriving he was seized with a sudden illness from which he never rallied. The deceased had not been in the best of health recently, and had been ailing for some time. It is believed the work attendant upon the campaign was too great a strain upon his strength.

In his address after the result of the polls had been declared Reeve Pound referred sympathetically to Mr. Lyttleton's death.

BRITISH COLUMBIA ATTRACTS ATTENTION

Residents of Eastern States Are Turning Their Eyes to the West

Nelson, Jan. 17.—Astonished at the interest which investors in the eastern states are manifesting in Canada generally and the west particularly M. R. McQuarrie has returned to the city with his confidence in the Dominion and in British Columbia even stronger than when he left some weeks ago.

"Everywhere in the eastern states," he remarked on his return, "I found that investments in real estate and other natural securities had reached a stage of quiet progress. There was little or no rapid rise in values or speculation to be noticed. Everyone with any money to spend seemed to be looking towards the great northland for opportunities to invest.

"A general opinion is abroad in the eastern states that Canada is now in the same position as was the United States 25 years ago. The tide of immigration and of capital is coming this way and people everywhere are simply waiting for an opportunity to get in on what they are confident is a good thing.

"It was not just in isolated places that I noticed this remarkable interest and confidence in the future of Canada. I travelled as far as New York and in large and small cities I was told the same story, asked the same questions. Everyone first of all said that he thought the future of the continent of America lay in the great Dominion of Canada and then went on to ask me to tell of the best opportunities I knew for the profitable investment of money. Naturally I directed everyone to look into the prospects of the Kootenays.

"In eastern Canada I found much the same interest shown. But in this case the man looking for investment had his eye on the west. The prairie provinces and British Columbia seemed to be very well known. They had heard of this province's wonderful possibilities as a ranching country, of its practically untouched mineral deposits and of its vast timber forests.

"And they all spoke of either coming out further towards the setting sun or of making investments in the west. The number of Englishmen coming out from the Old Country and the amount of capital that is being attracted here by the possibilities of the province or driven here by the anti-capitalistic laws of the Asquith government is simply tremendous. I met one man very well known in the Kootenays, who told me that he had just returned from London with $5,000,000 placed in his hands for investment in British Columbia."

WELCOME CHANGE.

Winnipeg, Jan. 18.—With the exception of Alberta, western Canada is experiencing a welcome mild spell. For the first time in many weeks the mercury did not dip below zero here last night. Edmonton recorded eighteen below.

INNER HARBOR ASSOCIATION

ANNUAL MEETING WAS HELD YESTERDAY

Increased Shipping — Favor Bridge From Rock Bay Avenue to Store Street

The Inner Harbor Association of Victoria Tuesday afternoon held its annual general meeting in the city hall and elected officers for the present year. The officers elected are: G. A. Kirk, chairman; T. C. Sorby, secretary-treasurer; Capt. Troup, John Barnsley, D. Harken, the Mayor, Capt. Nicholson, G. McGregor and P. A. Raymond.

The annual report contained a comprehensive account of the progress of improvements in the harbor during the past year, dealt generally with the increased shipping and the commercial industries operating on the waterfront.

Referring to the shipping the report says the year has been a memorable one for increased trade. There are now 34 steamers, 12 tow boats and 20 scows operating from the harbor. During the year the barque Elginshire, 2,229 tons, was loaded at the Michigan-Puget Sound lumber mills for Delagoa Bay with nearly 2,000,000 feet of lumber. This was the first vessel that was ever loaded to her full capacity at the mill side, she drew 22 feet 6 inches, and was safely towed to sea, but not without the clearing of the channel.

When the barque was ready to go out soundings showed the depth was inadequate, and through the agency of Hon. Mr. Templeman and the resident engineer the Mud Lark was ordered out to clear the channel to 20 feet depth at low water. The barque was, however, delayed over half an hour at a critical state of the tide, owing to the E. & N. bridge not being opened.

This matter was placed before the railway commission which ordered that the E. & N. railway has first call on the use of the bridge ten minutes before and ten minutes after the arrival and departure of trains. Should, however, the trains not be on time, the bridge must be opened if requested for the convenience of shipping.

Referring to the upper harbor the reports says it is now cleared to a depth of 20 feet at low water, and James Bay and Laurel Point are gradually being dredged to a similar depth. There has been a great increase of shipping entering the harbor during last year, the Weir, Dollar and Kosmos line steamers now coming in. The report also refers to the negotiations with the G. T. P., which resulted in the alteration of the company's plans for warfage construction, and continues:

We have further advocated the development of the Selkirk water, placing a movable span in Point Ellice bridge, deepening the waters of approach to the three large lumber mills, situated on these waters, thus opening up the possibilities of an increased coastwise and foreign trade. The cut of these mills has increased from 250,000 to 320,000 feet during the last year; the present cost, however, incidental to passing under the bridge, precludes the coastwise trade. These waters would also provide berthing for the sealing fleet, the mooring of which at present forms a serious impediment to the towing of logs to the mills above Point Ellice. This matter is now before the city and Dominion government.

Rock Bay is rapidly filling up, and at the same time is becoming a congested timber pond, encroaching upon other industries of equal importance. We have, therefore, advocated the removal of the present pile bridge across the bay, using the disused steel span from Point Ellice bridge in the construction of a bridge from the end of Store street (by the gas works) to the end of Rock Bay avenue (by Lemon-Gonnason's mill), throwing the waters west of the new bridge into the deep waters of the upper harbor, and developing valuable frontages for industrial purposes. The water east of the new bridge to be deepened to ten feet and placed under efficient regulations.

During the past year all questions of wharf extensions have been submitted to and reported on by your board in the general interest of the harbor.

Your board desires to express its appreciation of the good offices of the Hon. Mr. Templeman, M. P., and G. H. Barnard, M. P., and of the very efficient assistance they have given to the furtherance of the objects of this association.

It is generally recognized that in the future freight imported from Eastern Canada, Eastern United States and Europe are destined to come to this country by the way of Mexico or Central America. Already there is a considerable trade being carried by the Tehuantepec railway, but this will be as nothing to that which will develop in the near future when the Panama canal is once in operation. The opening of this route will not only facilitate the transportation of merchandise, shorten the time en route and reduce the cost on goods delivered here, but will also hold out inducements to the emigrant to this province, enabling him to reach his destination on an unbroken journey of shorter duration at less expense. In the meantime the business is being taken care of by the Tehuantepec railway. The trade of the port, as shown by the customs returns, has almost doubled during the last two years. The number of vessels frequenting the harbor is constantly on the increase and the prospect of the settlement of the Indian reserve during the approaching spring has given considerable impetus to trade.

The number of vessels now frequenting this port, and making Victoria their headquarters, has greatly increased during the last two years. The C. P. R. has now a fleet of twenty vessels docking here; the G. T. P. three; the Boscowitz S. S. Co. two; the Northern S. S. Co. two; the Pacific Whaling Co. seven (to be increased to ten) steamers. To this must be added the fleet of twelve tow boats and twenty scows constantly plying over these waters. The number of booms of logs, supplying the mills with raw material, has also greatly increased (the present daily capacity of the mills being about half a million feet), and the number of vessels coming into the shipyards for repairs and the number of men employed in every branch of these industries and along the water front has similarly increased. The trade of the port has, in fact, advanced more rapidly than the rate of improvement, and indications point to a considerable augmentation of local and coastwise shipping during the coming season by reason of the development of northern coast points and the Queen Charlotte islands.

In dealing with the improvement of the waterways of approach to the port of Victoria, we have not only to consider the facilities for shipping, but also the development of industries incidental to the cheaper supply of raw material and the handiest means of placing the manufactured articles on the market. Hence it is of the first importance to remove every obstacle to the freest navigation, obstacles that mean ship's time, danger or difficulty of approach; and also the promulgation of such rules and regulations as shall conduce to the greatest facility in dealing with the problem of safe and easy navigation at all times.

It is difficult to foresee the ultimate development of the port with its commanding geographical situation, its great potentialities and the vast products of Vancouver Island, as yet undeveloped. We have prospective mines, forests of timber, each with their busy camps; the vast wealth of the sea and the fruits and produce of the farm, all of which as industries are yet in their infancy. Not only will these raw materials gravitate to factories, mills and ship yards situate on the margin of our harbor and build up various industries, but they will draw most of their supplies and outfit from here, and thus tend to the establishment of other industries in their wake and build up the concrete wealth of the city. It is clearly, therefore, the duty of this association to endeavor to promote such facilities for the free navigation of the waters of the harbor that no possible development may in any way be hindered; such facilities as shall place the various transportation companies, the manufacturers and merchants in the most advantageous position, that they may command the open market and thus encourage the trade and industries of the port and build up an enduring prosperity for the city of Victoria.

CHIPPED PROPELLOR BY STRIKING LOG

Awa Maru Was Delayed Here Seventeen Hours to Permit Examination of Screw

(From Wednesday's Daily.)

As the Nippon Yusen Kaiska liner Awa Maru was nearing the outer dock yesterday afternoon outward bound from the Sound to the Orient, her port propellor struck a log. It was at first thought that she had lost a blade, but on an examination being made by Diver da Costa it was found that the screw was in good shape, the section which came in contact with the log being only chipped a little. The Maru was due to get away last evening, but was held over until noon to-day to permit the examination to be made.

Flour and wheat now constitute the greater part of the cargoes of the Japanese vessels leaving here. The Maru which left this morning had on board 5,000 tons, of which 3,000 was taken on at Tacoma, and 2,000 at Seattle. She also had a large consignment of cotton and general freight, making a capacity load of 7,500 tons.

As passengers the Awa Maru carried eleven cabin, three second cabin and 75 steerage. Among those who left was a party of missionaries en route from Toronto to the Orient, including Rev. A. H. Barker and wife and Miss Adair, bound for Kobe, and the Misses Ratcliffe, McIntosh and Sloan, booked for Shanghai.

The steamship Sado Maru, of the same line, is expected to arrive here to-morrow with 276 tons of freight and several passengers for this port.

FARMERS' BANK CASE.

(Special to the Times.)

Toronto, Jan. 18.—The day's developments in the Farmers' Bank trouble are: Dr. Beattie Nesbitt, not located yet, said to be heading for New York; George Wishart, a New York broker, a warrant for whose arrest is out charging him with conspiracy, is reported from New York to-day as "having gone to Canada"; W. J. Lindsay, of Toronto, also wanted, cannot be located, but the theory is that he is over the border.

Travers is still at the jail and has not been brought up town to-day. There are stories afloat that Travers, if he makes any statement in open court, will give the most sensational information that has so far been heard.

So far there have been no further warrants issued, but there is a constant possibility with each day's investigations of the bank records.

PASSENGERS ON BI-PLANE.

Rheims, France, Jan. 18.—Henry Winmann yesterday made a new cross-country record by a flight in his bi-plane to Meurmelon and return with two passengers.

AVIATION MEET AT HAVANA.

New York, Jan. 18.—It is announced here that Havana's aviation week will begin on January 29. Prizes aggregating nearly $50,000 will be distributed.

OUR LETTER BOX

BRITISH COLUMBIA LAND.

To the Editor:—I read your article of 2nd December, "Had to Leave B. C.," and also previous ones as to the slovenly way in which our land laws are administered, and thus, what should be the backbone of the country is brought into contempt and disuse.

If the government were to give a little consideration to those who are already on the land instead of giving thousands of dollars a year to the Salvation Army and the V. L. Development League to bring out settlers, it would be to the benefit of the whole province, for their success would do all the advertising needed to bring every acre on the Island into cultivation, and their successful efforts would build up such a solid foundation for Victoria and other cities in the province as would give them a front standing in the world; but what do we see? A few settlers with a few acres cleared, living from hand to mouth, depending almost entirely on the road work in the neighborhood for their existence; large tracts of land standing idle, till some buyer comes along who will pay the owner a big profit; valuable trees that have taken hundreds of years to grow going to waste for want of the care and culture Germany is bestowing on her forest lands; and whole districts deserted because the settlers have gone to work on the G. T. P. railroad. Why? Because working on their farms give little or no results; they are too heavily handicapped, and the government is wholly indifferent to requirements that are absolutely necessary to success.

When you find these things in any country, be assured something is desperately wrong with that country.

I have neighbors, one is the E. & N. Railway Co., who are doing nothing whatever with the land on my borders, another has owned his pre-emption over 25 years and done nothing whatever but wait for a buyer; another pre-emptor after 16 years, with perhaps four acres cleared, has been unable to pay the dollar per acre to the government for it; the other section has been tied up for years by one pre-emptor and another without anything whatever being done to it; and this sort of thing will continue unless the government assist agriculture, same as every country in Europe is doing to-day, for they have seen the need of such assistance.

"United we stand, divided we fall," said the drunk to the lamp-post, and it is so with the farmers. They must unite or fall, for they are robbed every day by doing individually what they should do collectively.

A man in the Old Country gets at most $5 per week for working on the roads, here he gets $16.50, and in the same proportion for skilled labor, whilst house rents and values are double here to what they are in the Old Country, but not so with foodstuffs, the products of the farmer.

See retail prices in England:

New laid eggs, 2 cents each to 5 cents in winter.

Fresh butter, 24 cents per lb. to 48 cents in winter.

Pure milk, 4 cents per pint year round.

Apples, 6 to 12 cents per lb.

Strawberries, raspberries and red currants, 10 to 12 cents per lb.

Blackberries, 8 to 10 cents per lb.

Gooseberries, 4 to 6 cents per lb.

Dressed poultry, 75 cents to $1 each.

Best cuts of beef or bacon, 22 cents per lb.

Best cuts of pork, 20 cents per lb.

Best cuts of lamb, 24 cents per lb.

Thus, farmers will see, whilst British Columbia labor is paid three times more than in England, British Columbia farm products only sell for the same money, and less, and this ruinous difference is for want of combined effort, for if labor is worth three times more here than in England, the products of labor are worth proportionately the same and are so paid in the cities. Truly, the farmers bear the burden of the high rents which the landlords receive, and are at once the tool of the government and also of the cities.

FARMER.

KAMLOOPS CIVIC ELECTION.

Kamloops, Jan. 17.—The civic election resulted as follows:

Mayor: J. T. Robinson, 247; N. A. McIll, 200; Owen Norris, 24.

The following were the elected aldermen: M. Crawford, F. T. Cornwell, R. Bayntun, F. Rushton, A. Bauman, W. C. Graham.

The hospital by-law carried by a large majority, 233 votes for and 26 against, with four spoiled ballots.

MRS. SCHENK COLLAPSES.

Wheeling, W. Va., Jan. 18.—Mrs. Laura Farnsworth Schenk, accused of the attempt to poison her millionaire husband, John O. Schenk, collapsed in court here to-day. The trial was stopped and the defendant taken to a room in the jail, where she was placed in the care of physicians.

DREDGE AJAX HAVING NEW DIPPER FITTED

Has Been Laid Off for Several Weeks After a Fine Season's Work

After working constantly in Victoria harbor for considerable time, the Dominion government dredge Ajax has been relieved from her duties for several weeks. She is now lying alongside the Victoria Machinery Depot wharf having repairs made. A new dipper is being fitted to the dredge, the old one having been found to have worn badly in places. It has been in use ever since the Ajax was placed in commission and is constructed of a heavy piece of timber encased with steel. To this the big bucket is attached.

The Ajax has been engaged in deepening the waterways in the harbor for some time and has done noteworthy work. She has had the task of dredging the inner harbor from the entrance to the E. & N. bridge, while the old Mud Lark has been attending to that beyond the bridge. The Ajax has been devoting most of the time around the entrance, dredging the approach to the Victoria Chemical Works wharf. Of late many vessels of deep draught have thus been enabled to dock there.

She has also dredged the harbor in the vicinity of the G. T. P. wharves, removing thousands of tons of mud from that section. For some time she was engaged deepening the harbor close to the C. P. R. docks and the causeway. When her repairs are completed, which will be in about a week's time, she will be stationed off the Brackman-Ker wharf.

NEW YORK WOMAN PROBATION OFFICER

Magistrate Declares Experiment Has Proved Unqualified Success

New York, Jan. 18.—"To my mind, the woman probation officer is a city magistrate's 'right hand man,'" says Magistrate Robert C. Cornell, sitting in the new Domestic Relations Court. Cornell is also chairman of the Magistrates' Probation Association.

"The woman probation officer," he continued, "occupies a unique place in the court. I honestly do not believe it would be possible to get along without her, now that she has been tried. It is not only in this Domestic Relations court that they are needed. In every court in the city they are necessary, for they combine a woman's tact with a man's 'horse sense.'"

"Before there were women probation officers I do not doubt that there were many persons sent to prison, or fined, or otherwise punished who, if their cases came up to-day would be handled differently.

"Let me give you an illustration. A woman wishes to have her husband arrested. She is in a temper. She makes charges against her husband, he cannot disprove them, and a magistrate, in the old days, would have to punish the man. That is where the good work of the woman probation officer comes in.

"When she has talked with the woman, has obtained a coherent story, has ascertained the exact facts, the case comes back, and it is many times presented in so different a manner that the judge can see where he would have erred in passing judgment without this investigation.

"Now a man cannot do this work. It is not within his province. A man probation officer is indispensable, but his field lies outside the court, more than in it. The woman's field lies right there in the court room, as the judge's 'right hand man.'

"Just because we have courts, it does not necessarily follow that we want to keep our prisons filled. It would make all persons concerned happier if things could be settled amicably, without the unnecessary humiliation of airing their differences in a public court room. The woman probation officer is keeping many of these cases out of court, and in doing so is doing a vast amount of good."

NEW HOSPITAL FOR KAMLOOPS

Plans Provide for Up-to-Date Building to Cost $120,000 Exclusive of Furnishings

Kamloops, Jan. 17.—The plans prepared for the new hospital, the by-law for which carried by a large majority, provide for a most modern and substantial structure for erection on the proposed site at Nicola road and Third avenue. The building designed has a frontage of 200 feet, and is 44 feet in depth, being composed of what might be said to be the main building and two wings. On the ground floor general offices, store room, kitchen and dining rooms are provided for, in addition to twelve private wards. The first floor plan shows two large wards for 16 beds each, bathrooms, etc., and two public wards of 16 beds each. A passenger elevator as well as two food elevators is provided for. The sitting rooms, serving rooms, and diet kitchens are found on the same floor as well as twelve private wards and nurses quarters, consisting of five bedrooms, bath and dressing rooms, and matron's room. A dispensary, X ray room and laboratory is also provided for.

The second floor has two wards of 16 beds each similar to the ones of the floor below, and also twelve private wards. Nurses rooms, operating room, recording room, doctors' room and rooms necessary in connection with the operating room take up the remainder of the floor space.

The front of the building is of brick and stone, with a galvanized iron cornice. The wings are built with a flash roof and can eventually be arranged as a roof garden for use by patients of the public wards for sun baths, etc.

Fire doors are provided for the corridors and hallways.

The estimated cost of a building such as outlined would be $120,000, exclusive of fittings.

THE BALLINGER CASE.

Report of Investigation Committee Will Be Brought Up in U. S. Senate.

Washington, D. C., Jan. 17.—A resolution declaring Secretary of the Interior Ballinger an unfaithful public servant and asserting he should no longer be retained in office, was introduced yesterday by Senator Purcell, of North Dakota. Purcell was a member of the Ballinger-Pinchot investigating committee.

Purcell's resolution refers to the report of the Ballinger investigating committee, saying:

"Resolved, that it is the sense of the Senate that the findings and conclusions reported by certain members of the said committee that Ballinger was untrue to the trust reposed in him, that his administration of office of secretary of the interior was marked by a lack of fidelity to the public interests; that he is unable to serving of public confidence and that he should no longer be retained in office, are based on and substantially conform to the evidence reported by the committee."

After being read at the request of Senator Purcell, the resolution was laid on the table. By this means Purcell will speak to the resolution when it is brought up for consideration, and thus the Ballinger matter will be brought up for public debate in the Senate.