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HALF A MILLION BEING SPENT IN LOCAL YARD

British Columbia Marine Railway Co'y at Esquimalt Has Contracts Which Will Represent that Amount.

While it is generally known that a great deal of work is being done in the shipyard of the British Columbia Marine Railway Company, Esquimalt, it will perhaps be news to many to learn that the magnitude of that work is represented in a monetary way by over half a million dollars. A view of the industry will bear out this statement. The company's business has grown to such an extent during the past year or so that it has more than supplanted the old Albion Iron Works. It is now the principal industry of the place, in fact there is no plant of the same description of its size in British Columbia. Hundreds of men are getting constant employment and the money that it circulates is that which comes, not as a drain upon any local source of revenue, but which is attracted to the city by means of the excellent facilities provided.

There are now building and repairing at the yard some half dozen vessels or more, each of which represent a very large expenditure. The biggest sum is, of course, to be spent on the Princess Royal, the new steamer building for the C. P. R. Company, of which a picture was recently published in the Times. This vessel is in frame and her construction is being advanced with all possible dispatch. What she is costing to build is not mentioned, but shipwrights say that she cannot be completed for less than $300,000.

Another craft under way is the quarantine tender. She too will be in frame, but while wood is being the material used in the construction of the new C. P. R. ship, steel is employed in this craft. Her lines are those of a smart and tidy steamer much larger than any which has heretofore been operated in the service.

But one of the most interesting contracts on hand is that of the Princess May. She has been completely changed in appearance. As previously reported the ship's sides have been built up, affording double the passenger space which the ship had formerly, as well as other features, for which until the alterations were made there was no room. When the steamer enters service the ship will be capable of "sleeping" as many as the Princess Victoria. Many of the features of the latter steamer, which make her such a favorite with the travelling public are being incorporated in the May. There are, for instance, the observation room and the smoking room for first class passengers in contradistinction to the smoking room for the steerage passengers.

Eighty staterooms in all will be provided, but as yet all have not been placed in the steamer, as amidships a large opening for the new boilers has been left. These are expected from the Old Country on Thursday next. Their delay in coming has interfered with the early completion of the work on the Princess May. However, it is now thought that she will be ready for service in May. The observation room alluded to is situated in the extreme forward part just beneath the pilot house. It will lack but two windows of being the same size as the observation room on the Princess Victoria. The saloon will be aft, from which entrance to the first class smoking room is gained through a short hall way. This smoking room is an exceedingly cheery department, its circular shape forming the end of the housework on deck. From within a passenger may get a view of his entire surroundings without moving from his chair. The dining saloon is entered from the social room mentioned. It is being finished in teak. In every department the comfort of the passengers has been kept well to the front and there can be no question that when the May resumes service again she will be the finest ship on the Alaskan run.

The Charmer, another of the C. P. fleet that has been on the ways, will be floated next week. She has had 44 or 45 new plates placed on her hull. Two additional bulkheads have been built in her, while the keelsons under the boilers have been renewed. A new side stringer has also been put in the ship, making her now like new. In addition to the vessels mentioned the company have been carrying out extensive repairs on the ship Bermuda, and have just finished a job of cutting ports in the ship Mozambique. Should the German steamer Mariechen be floated and brought to Esquimalt, as it is thought she will in less than a fortnight, the work of the yard will be further increased.

But there is other work than that detailed above in progress at the Esquimalt yard. The machine shop is busy, and in each of the three or four big buildings there is a plant of a distinct character giving employment to a large staff of men.

PRINCE ARTHUR OF CONNAUGHT

Nephew of King Edward who will arrive in Victoria on Wednesday.

Prince Arthur, the son of the Duke of Connaught will, it is expected, reach Victoria on Wednesday from the Orient in company with the distinguished party with which he visited the court of Japan to bestow upon the Emperor the coveted Order of the Garter. On arrival at the outer wharf on the Empress liner he will be met by various civil and military officials and officers. A guard of honor will be furnished from the barracks at Work Point and the Prince escorted to the parliament buildings, where the formal reception is to take place.

If the weather permits, the function will be in front of the House. Otherwise it will be held in the assembly room.

During his stay in the city he will be the guest of His Honor Sir Henri Joly de Lotbiniere.

Prince Arthur of Connaught has had an interesting career. It is admitted by all who know him that one of our most promising young soldiers is Prince Arthur. But, indeed, it would have been surprising if the principle of heredity had not strongly asserted itself in him. For he is the son of King Edward's soldier brother and the grandson of Prince Frederick Charles of Prussia, surnamed the "Red Prince," who was one of the greatest captains of his time, and crowned his exploits in 1870 by the siege and capture of Metz; while, through his grandmother, Princess Frederick Charles, who was a Princess of Anhalt-Dessau, and one of the greatest beauties at the court of Berlin, Prince Arthur is directly descended from the "Old Dessauer," who was the virtual creator and drill-master of the Prussian army—the instrument which Frederick the Great found ready to his hand for the achievement of his victories.

With such an ancestry it was, of course, impossible for Prince Arthur to become anything but a soldier, and from the day of his birth at Windsor Castle, on January 13th, 1883, he was destined for the career of arms. Arthur Frederick Albert was the name in which the boy Prince was entered at Eton, where his cousin, Prince Victor of Schleswig-Holstein, destined to lay down his life for his country in the Boer war, had also been sent to study before him.

The Prince's time at Eton happily coincided with his father's tenure of command at Aldershot, where he could not fail to imbibe the military spirit; while during the holidays, which he spent at the neighboring Bagshot Park, he was carefully trained to the saddle by Captain Carnaghan, riding master of the Royal Horse Artillery.

On leaving Eton, Prince Arthur went to Sandhurst, where, though "at college," he may be said to have been "at home" in Bagshot; and from Sandhurst, in May, 1901, during the progress of the Boer war, he was gazetted to a second lieutenancy in the 7th (Queen's Own) Hussars, commanded by the Hon. R. T. Lawley, of whose training power as a cavalry officer the Duke of Connaught had formed a high opinion when serving with him in the same distinguished regiment. During the latter stages of the war the gallant "Queen's Own" went out to South Africa, leaving their youngest sub. at Aldershot to do duty with the emergency cavalry depot, which supplied reinforcements to horse regiments at the front, and the Prince went through all the regular routine of garrison work under Major Dibble, now one of the instructors at the new cavalry school, Nether Avon, Salisbury Plain. By particular desire of his father, the Prince was treated exactly like any other subaltern.

In January, 1903, he became full lieutenant, and soon thereafter went out to join his regiment in South Africa, taking with him a draft of recruits. His service in the Transvaal was so strenuous that towards the end of the year he was seized with dysentery, and had to be admitted to the military hospital at Krugersdorp. The Prince was invalided home, and in 1904 joined his father in Ireland, from whence, on the complete restoration of his health, he returned to Aldershot to serve with the Royal Horse Artillery battery attached to the Cavalry Brigade. For, like his father, who had taken a turn with every arm of our army, the Prince was eager to "go through the mill" in all its forms, which will include a signalling course of three months and a spell of musketry instruction at Hythe. Thus the Prince was a really valuable addition to the staff of General Sir John French during the Thames valley manoeuvres of last autumn, while in the ensuing landing operations on the coast of Essex, Clacton way, he acted as aide-de-camp to his father, umpire-in-chief.

As theDuke had already utilized Prince Arthur as a staff officer, so the King, his uncle, now began to employ him as special envoy on certain ceremonial occasions. Thus the Prince went to Rome in December of last year to represent his royal uncle at the baptism of the Prince of Piedmont, when he was subsequently received in special audience by the Pope, and treated to such an eulogy of King Edward as had never been pronounced before—of King Edward "who was King not only of England, but of the whole world, as the sun never set on his dominions."

Scarcely had Prince Arthur returned when he was again dispatched by the King to represent him at the funeral of the Dowager-Duchess Alexandrine of Saxe-Coburg-Gotha; and he had not long been home from this vicarious mission when, at the end of February last year, he was sent back to Germany to stand for the King at the opening of the grand new Protestant cathedral in Berlin, on which occasion he was made much of by his second cousin, the Kaiser, and invested with the Black Eagle, which is the Garter of Prussia. Among the compliments then paid him he was invited out to Rathenow, a townlet close to the birthplace of Bismarck, to lunch with the officers of the famous Ziethen Hussars, of whom his father is honorary chief, and from the scarlet tunic of which his grandfather had acquired his sobriquet of the "Red Prince," just as our own "Black Prince" was so named from the sable color of his armor, which may still be seen hanging in Canterbury cathedral. In June Prince Arthur again went to Berlin as King Edward's representative at the Crown Prince's wedding. Prince Arthur is a Knight of the Garter, and has recently been appointed a personal aide-de-camp to the King.

THE MINE EXPLOSION.

Fairmont, W. Va., March 23.—It is believed this morning that the number of dead as a result of the explosion yesterday in the mine of the Century Coal Company, fifty miles below here, will not exceed ten. Of this number six were foreigners.

Not over seventy-five men were in the mine at the time of the explosion and the latest reports from the scene of the disaster state that all but twelve of these have been accounted for.

Twelve Missing.

Wheeling, Va., March 23.—A report this morning from the Century mine, where an explosion occurred yesterday, states that nine dead men have been recovered. There now remains in the mine twelve men whose fate is unknown.

STORM KING'S VICTIMS.

Shipping Casualties Along the Coast of New England and Maritime Provinces During Winter.

Boston, Mass., March 23.—A toll of 85 lives, 54 ships and property aggregating hundreds of thousands of dollars in value was exacted by the storm king along the coast of New England and the maritime provinces during the last winter.

While the season, up to the present month, was comparatively mild on shore, at sea it was one of extreme severity, particularly in waters off the provinces.

SOFT COAL ADVANCING.

Prices in Chicago Have Been Increased Fifty Cents.

Chicago, Ills., March 23.—Soft coal prices are advancing daily in Chicago owing to the growing feeling that a strike is unavoidable in the bituminous field. There was little western soft coal to be had in Chicago yesterday. The price has advanced from $1.10 a ton to $1.65 a ton within the last few days.

COMMISSION'S WORK IS SATISFACTORY

SIR T. SHAUGHNESSY ON RAILWAY RATES

Thinks Companies in States are Making Too Much Opposition to Proposed Regulations.

New York, March 24.—Sir Thomas Shaughnessy, president of the C. P. R., sailed yesterday on the Celtic. Shortly before he left the Waldorf for the pier of the White Star line he consented to express his convictions concerning the legislation for railroad rate regulation now under discussion in the senate at Washington, says the Tribune. He said:

"It is my opinion that the railroads are making altogether too much opposition to the proposed regulation. It seems to me that the people are entitled to regulate rates. It is, therefore, only a question as to the best method of securing that end.

"Rate regulation in Canada, under the control of a Federal railway commission, created by an act of parliament, has now been in operation for two years, and is satisfactory to both the railroads and the shippers. Our commission consists of three members, appointed by the government, each for a period of ten years and removable only by parliament. The only appeal from the decisions of the commission is to the governor-in-council. No member of the present commission has ever been identified with the railroad business, but there is an obvious anxiety to be just alike to the railroads and the shippers, and as a result the decisions, in the main, are fair. The commission has full authority to initiate every rate in the schedule, but in practice it ratifies existing rates, within certain limits, that experience has indicated to be equitable. The complaints are made to the commission, and its decisions stand unless reversed by the governor-in-council.

"However, it may be accomplished, I am clear that the railroads will be better off under government regulation of rates."

TRIBUTE TO ACTRESS.

Ellen Terry Will Receive International Testimonial on the Occasion of Her Jubilee.

New York, March 23.—A movement has been begun among the members of the theatrical profession in America to contribute to an Anglo-American testimonial to Ellen Terry, the acress on the occasion of a jubilee planned on the fiftieth anniversary of her career as an actress. A banquet in honor of Miss Terry will be held in London on April 28th, and a plan has been adopted in England of receiving subscriptions of a shilling each toward a testimonial. To make an international character, Daniel Frohmann, of the Lyceum theatre, New York, has been appointed to receive subscriptions of 25 cents each in America. Every theatrical company in America have been given an opportunity to join in this tribute.

MUST SERVE TERM.

Editor of Russian Newspaper Will Be Confined For One Year in Fortress.

St. Petersburg, March 23.—Alex Evitch Seuvourin, editor of the Russ, was arrested last night as the result of the rejection by Emperor Nicholas of his appeal against the sentence of one year's imprisonment in a fortress imposed upon him January 20th last, for publishing a seditious proclamation, including the manifesto of the workmen's council announcing that the government had declared civil war on the proletariat, and saying that the challenge must be accepted.

GRAND TRUNK PARTIES OUTFITTING HERE

Supplies Now Being Purchased--Five or Six Survey Parties Will Get Away by Three Weeks.

(From Saturday's Daily.)

That the Grand Trunk Pacific Railway Company are in earnest in their determination to commence construction work in British Columbia at the earliest possible date is evidenced by the fact that a number of survey parties are being outfitted on the coast, and will start as soon as the spring has become sufficiently far advanced. W. C. Mitchell, a prominent surveyor and engineer and who is well-known to Victorians, having been in the provincial civil service as public works engineer under the administration of Sir Joseph Truth, is in the city. His mission here, it is understood, is in connection with the preparations for the dispatch of three or more parties from Victoria to the interior.

The supplies for these expeditions are being purchased from the Hudson's Bay Company. As a result of some inquiry this morning a Times reporter elicited the information that the orders placed were large enough to maintain five or six survey parties of the ordinary size. From this it is conjectured that the G. T. P. Company do not intend allowing this preliminary work to hang fire. Rather their intention seems to be to cover the territory thoroughly this year if possible.

As has already been stated a number of survey parties are being prepared in Edmonton under the direction of Mr. Van Arstol, who has control of all the survey operations in this province. After the arrangements have reached a satisfactory stage there, the latter official will come to the coast without delay in order to personally attend to the expeditions it is intended to start from this coast. The parties are expected to get away in about five weeks.

From the plans outlined a general idea of the Grand Trunk Pacific Company's campaign may be gathered. Their men will work both from the East and West, going over the ground most carefully, and including in their reports the most feasible route for the construction of a line from Alberta through the Rockies to Kaien Island, which has been definitely selected as the company's terminus. Nothing will be omitted. Figuratively speaking every foot of ground will be gone over, no expense or trouble being spared in the effort to find the best possible route from all standpoints. The surveyors will be engaged throughout the summer months and, in all probability, as far into the fall as the weather permits.

It is stated unauthoritatively that, not only do the company contemplate putting parties in the field to determine the most feasible route, but that they intend sending a number of surveyors to Kaien Island at the earliest possible moment to commence the laying out of a townsite. Some of the most capable men in the employ of other railways at Vancouver have been employed for the purpose, it is stated, will leave for the scene as soon as spring weather is assured.

The company intend giving this city the benefit of some of the expenditure entailed in the fitting up of survey expeditions. As mentioned the amount of supplies being procured go to show that there will be five or six parties of about equal size sent from the west. Of these two or three will go from the Capital. Mr. Mitchell is here to undertake the preliminary work, according to reports, and when things begin to assume something like definite shape, Mr. Van Arstol will come out to see that the expeditions get away properly equipped, with proper instructions well understood, and in good time.

According to the present plans the surveyors and their assistants will catch the Hudson Bay steamer Mount Royal on her first trip up the Skeena river. This will enable a start to be made from Hazelton just as soon as the weather is considered suitable. It is understood that the first run of the Mount Royal is fixed for next month, there being little ice in the river this year to interfere with navigation. The respective directions to be followed by the various parties has not yet been announced, and so can only be conjectured. In all probability two only will go in by way of Skeena, while the others will enter the interior via the Cariboo road. By this arrangement they will reach their destination at the head waters of the Fraser and the Nechaco rivers.

The supplies being secured from the Hudson's Bay Company will be forwarded in separate consignments. The greater part will be sent in over the Cariboo road to the depots in the northern interior, where they may be drawn upon as the necessity arises.

The whole plan of campaign is being carried out in a systematic way, and the indications are that the coming summer will see the route across the province well in hand. The work is a heavy one to accomplish, but the company has decided to locate the very best roadway. This done the actual work of construction may be pushed to completion as rapidly as the employment of large forces of men and the liberal expenditures of money render possible.

While in the city Mr. Mitchell is making his headquarters at the Dominion hotel. He expects that his business will occupy several weeks at any rate in maturing. Mr. Mitchell is a nephew of the Hon. Peter Mitchell, of New Brunswick. During his connection with the local civil service he became widely acquainted, and his return to Victoria, although only temporary, will be welcomed by a host of friends.

CONSTABLE SHOT BY GANG OF BURGLARS

WERE FOUND DRILLING HOLE IN BANK SAFE

Robbers Made Their Escape But Officers Have Been Placed on the Trail.

Rochester, N. Y., March 23.—Edward Pullman, a constable and night watchman, at Sedus, was murdered early today by burglars who were discovered by him while in the act of rifling the Knapp bank of that village.

The burglars first visited the Rome, Watertown & Ogdensburg railway depot, where they blew open the large safe, stole a small safe and ransacked the express packages. They secured only a small amount of money.

Then they went to the Knapp bank. They were engaged in drilling a hole in the safe when discovered by Pullman. Although five men were engaged in the job Constable Pullman fearlessly entered the building and gave battle. A fusilade of shots followed, during which the constable was instantly killed by a bullet passing through his right lung.

After the shooting the robbers fled, leaving the drill in the safe.

Previous to the crime they had stolen a horse and cutter from the barn of Wm. Wellburn, who lives at the extreme end of West May street, and another horse from the barn of Millar F. Boyd, on Smith street.

When Constable Pullman did not reach home at the usual time this morning the family became alarmed, and a search was made, but it was not until two hours later that Charles C. Field, a bank employee, found the body. The corner was immediately summoned, and officers were placed on the trail of the murderers.

Constable Pullman leaves a widow and three children.

PREFER CANADA TO AUSTRALIA

PARTY OF NORTHWEST FARMERS RETURNING

Reports Received From Commercial Agents—Application by the Pacific Cable Company.

Ottawa, March 24.—The trade and commerce department has received two reports from its agents in Australia.

J. S. Larke, writing from Sydney, says he visited the Fiji islands, and found Canadian trade steadily but slowly increasing. He cites the evidence of witnesses before the government commission to show that the Pacific cable was being threatened because it was a publicly owned line.

D. H. Ross, the Melbourne agent, says the Pacific Cable Company is making application to the Commonwealth government for the same facilities as are enjoyed by the Eastern Extension Company with regard to special telegraph lines.

Mr. Larke says a party of Canadian Northwest farmers went to Australia two months ago. They are returning not being satisfied with the country. They say that land cannot be obtained in Australia except at prices beyond its value. Good land is heavily timbered, and would take from $50 to $125 to clear it. They say that the Canadian winter is preferable to the heat of the Australian summer.

Mr. Larke asks for a sample of British Columbia herring cured on the lines suggested by J. H. Cowie.

RETURNING TO WORK.

Number of Miners in France Are Tired of Strike.

Lenz, France, March 23.—The miners' strike is breaking up. The strikers are returning to work, and an early termination of the trouble is expected.

CHINESE LABORERS FORCED TO LEAVE

ESCORTED TO STEAMER ON OKANAGON LAKE

The Men Had Been Taken to Princeton to Work For a Land Company.

Vancouver, March 22.—A special dispatch from Penticton says that the town is in a state of wild excitement over the throwing out of the Chinese population.

The Southern Okanagan Land Co. brought in ten Chinamen on Monday night to clear land. A meeting of angry citizens was held on Wednesday night at the British Columbia hotel, and a deputation was sent to W. T. Shatford, managing director of the company, asking him to discharge the Orientals. Mr. Shatford refused to comply with this request. A mob was organized, and soon went to the sleeping quarters of the Chinese. The inmates were aroused and forcibly escorted to a steamer on Okanagan lake, their fare being paid to Kelowna. None of the Chinamen was injured.

POWER HOUSE DESTROYED.

Philadelphia Transit Company Lose Property Valued at $251,000.

Philadelphia, Pa., March 23.—The power house of the Philadelphia Rapid Transit Company at Second and Olney streets, was destroyed by fire to-day. The loss is estimated at $251,000, partly insured.

THE COMPLAINT AGAINST C. P. R.

ALLEGED DISCRIMINATION IN FREIGHT RATES

Taking of Evidence Completed Before the Railway Commission—The Company's Argument.

Ottawa, March 23.—The taking of evidence in the complaint of the Canadian Manufacturers' Association against the C. P. R., alleging discrimination in rates on all classes of commodities from Eastern Canada to the Pacific as against rates granted to shippers from Eastern United States points, has been concluded before the railway commission.

From the arguments the railway apparently in some commodities equalizes the rates by a reduction in Canada to the same basis as is in effect in the United States, but it is admitted that that is not done in the majority of instances. The company's counsel quoted from the customs returns to show that the imports were small in proportion to the amount of business the company is doing on the coast. The idea of this was to try and establish the fact that Canadians are not shut out of the market.

In opposition to this it is argued that the Canadian manufacturer directly competes with the United States prices and consequently has to make allowance for the difference against him. The duty alone, it is claimed, enables him to hold the market and the railway in charging more than they do to United States shippers are taking advantage of the duty to a great extent.