

BOWSER AND THE FISHERIES LOCAL MINISTER TO COLLECT LICENSE FEES

Fraser Salmon Cannery Will Meet Government Next Thursday.

Vancouver, April 25.—Just as soon as the fisheries license forms can be issued the provincial government will start collecting license fees for the operation of boats in the salmon fisheries on the Fraser river and in northern B. C. The necessary forms will be available in the course of the next week.

W. Bowser, commissioner of fisheries, to-day stated that plans are now being made for the administration of fisheries by the province. A number of over-seers, whose duties will be about the same as those of the federal fisheries inspectors and officers, will be appointed to cover every point in the province where salmon fishing is carried on. The issue of licenses and the collection of fees for them will be in the hands of these over-seers.

The salmon cannery has arranged to meet Mr. Bowser next Thursday at Victoria.

SLIGHT MISHAP DELAYS MARAMA

LINER WILL NOT GET AWAY UNTIL TO-MORROW

Record Trip May Result From Effort to Regain Time.

(From Saturday's Daily.)

The backing of two castings on the main pump just after the liner had been cast off from the outer wharf at 10 o'clock last night is delaying the R. M. S. Marama, Capt. Gibbs, and it is probable that she will get away for Sydney, N. S. W., before to-morrow afternoon. "Full speed astern" had just been rung down when, with the first turn of the screw, the castings gave way and the big Union liner careened across to the other wharf. She was made fast again and the work of repairing the castings was in the hands of a local shop before 3 o'clock this morning.

When the Marama swung across the dock she crashed into the pilot's row-boat lying at the opposite wharf and considerably damaged it. J. Smith, the boatman who was on the launch at the time, jumped into the water, from which he was taken by men on the tug Pilot.

Every effort is being made to get the vessel away before to-morrow night and it is probable that she will be driven at the first turn of the screw until the last time is made up.

Coming from Australia the Marama used five of her six boilers, and Capt. Gibbs has instructions to follow as closely as possible the scheduled dates of arrival and departure at Brisbane, Suva and Honolulu. A number of minor troubles beset the liner, which brought very little cargo owing to the big longshoremen's strike at Sydney and her inability to take cargo at Brisbane through a heavy flood. In order to make up the time that has been lost through the trivial mishap mentioned, Capt. Gibbs will probably secure an additional supply of coal and use all six boilers on the voyage.

Among the passengers on the Marama is Jan Kubelik, the violinist. He is going to Australia on a concert tour.

CANNERYMEN'S AGREEMENT.

Skeena River Operators Bind Themselves to Observe Rules This Summer.

The cannerymen operating on the Skeena and northern points have signed an agreement for the season of 1908. One of its clauses is, that fishermen with private gear must fish for the cannery that they fished for last year or not at all. As most of the fishermen with private gear are Indians, it is predicted there will be trouble if this clause of the agreement is enforced; but as each of the cannerymen is bound in the sum of \$1,000 to keep the agreement, those that break away will have to pay for their independence. Each cannery is limited to a fixed number of boats, and each boat is to be paid the price of last year for fish and labor.

WAS NOT THE VENTURE.

Vessel in Difficulties Off Texada Island in Thursday's Gale Was the Henrietta.

In a dispatch from Vancouver yesterday, published in the Times, it was incorrectly stated that the steamship Venture, owned by the Boscowitz Steamship Company, of this city, lost her starboard wheel and had a trying time off Texada Island in Thursday's storm.

The vessel was the Henrietta, Capt. Butler, operated by the Mackenzie Brothers of Vancouver, and not the local boat, which is due at Rivers Inlet to-day, southbound.

RETURNING HOME.

Toronto, April 25.—Eighty people were only in Canada for six weeks, left for St. John to board a steamer for home.

FAILS IN ATTEMPT TO ELUDE POLICE

Young American Jumps From Steamer Marama, But is Landed by Detectives.

(From Saturday's Daily.)

A timely telephone message from Chief Chamberlain, of the Vancouver police force, enabled the local force to capture Frederick Krugg, alias "Frederick Marshall," just after the Canadian-Australian liner Marama had arrived here last evening on her outward trip to the Antipodes, and even then they did not get him without an effort. Krugg was evidently expecting something of the kind, for before the officers could reach him he had dropped overboard and was found by them clinging to one of the piles supporting the wharf. They dragged him up by means of a rope and hustled him off to the police station, where he still remains pending the arrival of an officer from Vancouver to take him back to that city to stand his trial for theft. Krugg is a young man of some parts and has seen a good deal of the world, his baggage, which was taken off the boat, bearing labels showing that he has been in different parts of the East, including Ceylon and China, as well as London, Paris and other European cities. He says that he was United States vice-consul at Colombo, Ceylon, for some time.

The local police have no information as to the charge on which Krugg is wanted in Vancouver. All the information they have is a wire asking them to arrest Krugg on his arrival here on a charge of theft. Detectives Perdue and Clayards went down to the boat and saw a man answering the description furnished them leaning over the rail. In the crush he escaped their eyes, and when they attempted to locate him again he could not be found. He was, however, eventually discovered clinging to one of the piles under the wharf, having apparently jumped overboard.

A member of the crew jumped overboard and tied a rope which was thrown to him around Krugg, who was then hauled out of the water and later arrested. Krugg showed the most complete concern over the fate of his rescuer, bystanders say, and was not in the least interested as to whether he met his death or not.

At the police station Krugg said he had jumped overboard, but had jumped from the boat to the wharf and had fallen in the water in so doing. The reason the Vancouver police wanted him was some trouble about the captain of the Marama just before she pulled out of Vancouver, buying his ticket on board the boat after paying for a third-class passage he had only \$2 left as expense money for the trip. He will be taken back to Vancouver in the morning to receive a hearing.

Krugg has been only a comparatively short time in Vancouver, having come there from New York. He boarded the Marama just before she pulled out of Vancouver, buying his ticket on board the boat after paying for a third-class passage he had only \$2 left as expense money for the trip. He will be taken back to Vancouver in the morning to receive a hearing.

ILL LUCK ATTENDS SKEENA CANNERY MAN

Marsh English, of Essington, Loses Three Boats in Three Weeks.

A streak of ill-luck that has not failed to evoke the sympathy of all his friends has pursued, and caught up with, Marsh English, of Port Essington, who is manager of the associated cannery on the Skeena river. Within the short space of three weeks Mr. English lost a valuable new launch, a borrowed gasoline boat and a small tug.

On April 9th the gasoline launch Steelhead, built for Mr. English by Wallace Bros. of Vancouver, at a cost of over \$4,000, was burned to a cinder at the edge of Paisley Island, above Sechart, while on her way to the Skeena. Her crew had a narrow escape of jumping overboard to escape the flames and being picked up by another launch. Upon losing the Steelhead Mr. English borrowed the launch Vera, belonging to "Billy" Wadhams, for his use on the Skeena but while she was making a run up to Ecstall, she was sunk.

Capt. Gilmore's tug Lottie N. was then chartered by the cannery manager, but before she had got ten miles from Port Essington, she was broadside on a rocky shore.

Whatever "hoodoo" hangs over Mr. English the cannery men on the Skeena are not prepared to say, but untold quantities of sympathy are being extended to him by his friends. They, at the same time, are not offering to lend or charter to him any of their craft.

WINNIPEG CAR SITUATION.

Basis of Agreement Between Officials and Men is Reached.

Winnipeg, April 25.—A basis of agreement was reached at a conference between the street railway company officials and representatives of the conductors and motormen. A compromise has been suggested under which the company will recognize a seniority rule demanded by the men, and will place seats in the vestibules for motormen. They, however, refuse to grant a nine hour day. These terms will be submitted to the union at a meeting on Sunday night for acceptance or rejection.

SUICIDE BY DROWNING.

C. P. R. Conductor at Smith's Falls Takes His Life Apparently Without Cause.

Smith's Falls, Ont., April 25.—Robert Beattie, conductor on the Canadian Pacific Railway, living here, committed suicide yesterday by throwing himself into the Rideau river. The body was taken out of the water in less than fifteen minutes, but life was extinct.

He was a popular employee, and in good standing, and the cause of his act is unknown. He was forty years old, and leaves a wife and two children.

BRICK WORKS WERE WIPED OUT

INCENDIARY ORIGIN HAS BEEN SUSPECTED

Fire Last Night Quickly Demolished the Buildings—Suffer Heavy Loss.

(From Monday's Daily.)

A fire, which was undoubtedly caused by an incendiary, occurred at the works of the Victoria Brick Company last night at a quarter to 10 o'clock. At the time a gale of wind was blowing at the rate of 40 miles an hour, and resulted in the total destruction of the plant, machinery and building, at an estimated loss of \$10,000 to the owners. But for the sudden downpour of rain the results would have been serious indeed. The fire started in the engine room, which was on the east side of the V. & S. railway trestles, and behind the trees in the next field.

Sparks were blown for half a mile across the field, setting fire to the trees growing there, which were seen from a distance to be lit up as under electric light decorations for a carnival. A sudden rain came, pouring down for a space of perhaps twenty minutes, and was up to that time the only fire fighting appliance that had reached the scene.

The glare of the fire could be seen for many miles from all parts surrounding the city came in to witness the spectacle. So fierce was the blaze that had it occurred in the centre of the city with the same gale blowing no human effort could have saved half the town from complete destruction. Men were there on the scene from Saanich Inlet, twelve miles away, drawn by the splendor of the sight as reflected in the sky. Several of the Saanich Inlet residents rode into town on bicycles through the rain, under the impression that Victoria was on fire. They arrived wet to the skin with the heavy rain, and immediately stood round the burning building until fears were expressed that the boiler of the engine might burst. When they sought a safer position until the fire began to go down, and then once more made an attempt to dry themselves.

According to an eye-witness the fire started near the door of the building on the west side, a position well chosen by the persons or person who set the blaze alight, as the gale was blowing at 40 miles an hour from west to east, and could not fall to sweep the flames over every portion of the building. The incendiary chose the exact centre of the west side, and prepared a kindling around four or five piles of wooden articles which stood outside the door. From these it was but a few seconds' work for the wind to carry the flame to the door up which it skinned and caught a canvas blind hung for shelter by the Chinamen who occupied the post there for handling the bricks as they leave the machinery. The flames ran up the canvas into the eaves of the building, which was then hopelessly in the toils of the fire, and even had the brigade been there nothing could have saved the building, so fierce was the wind.

The spot where the fire commenced is some 30 feet from the engine. There was no fire there yesterday, and even if there had been one the wind was in the opposite direction, and a spark could not have been blown from that spot to the place where the fire began. J. Elford, one of the owners of the works; Fire Chief Watson and several of the bystanders were alike in their opinions that the fire was the work of an incendiary. The only other cause that could possibly be assigned for it

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WILLIAM SCOTT MEETS AN UNEXPECTED DEATH

City Foreman is Killed While Felling Trees on Fairfield Road.

(From Saturday's Daily.)

Unexpected and untimely was the death of William Scott, of 1277 Walnut street, Spring Ridge, foreman of city sidewalk construction, who was electrocuted yesterday afternoon through catching hold of a heavily charged electric wire, which he and his men were engaged in placing back on a pole from which it had been accidentally detached in the felling of a tree. The full force of 2,000 volts was with Mr. Scott's body and he was instantly killed. The accident occurred on Fairfield road, near St. Charles street. An inquest is in progress this afternoon.

Mr. Scott was directing the operations of a gang of men, consisting of Joseph Smith, William H. Cox and W. Prior, who were engaged in laying a sidewalk on Fairfield road. Opposite the residence of Mrs. Scott, east of St. Charles street, were a number of trees through which it was necessary to cut a way. While this was being done a tree fell across the telephone wires detaching one from the bar and allowing it to drop to within a few feet of the ground. Prior touched the wire soon after and announced that it had current in it. The men under Mr. Scott's orders then proceeded to put the wire up so that it would not interfere with them while at work. An attempt was made to put it back on the bar by means of a long fence rail. While this attempt was being made the late Mr. Scott touched the wire and warned the men working for him that it was charged. While Smith and Cox were working to place the wire back in its position, Mr. Scott, who was standing in a pool of water, instinctively grabbed, with the result that he was made a circuit between the ground and a wire of the B. C. Electric Company on a lower bar on the same pole with which the telephone wire had become crossed in falling. The light leather gloves which Mr. Scott wore were no protection against the current of 2,000 volts from the power wire being transmitted through his body.

Mr. Scott smiled for a moment, swayed the arm holding the wire twitching, and then fell to the ground with his hand still clutching the dead

Boys in Police Court. Youth Is Let Off on Suspended Sentence on Assault Charge.

(From Saturday's Daily.) The stellar attraction at the police court this morning was an assault case in which the principals were two boys, one aged 12 and the other 14 years. The complainant was John Stephens, son of C. B. Stephens, grocer, whose place of business is 12 Store street, and who lives at 115 Lee street, Oak Bay, and the defendant George Market, son of Joseph Market, of 215 Oak Bay avenue. The fathers of both boys were in court. Market was let off on suspended sentence.

The story as told by the complainant, who is 12 years old, was that the Market boy, whose age is 14, had pelted his dog and had afterwards hit him on the nose, bleeding it, kicked him in the stomach and blacked his eye.

The defendant admitted pelted the dog, but said that Stephens had kicked him before he hit him.

The magistrate after hearing both boys let Market off on suspended sentence. Four drunks, who were fined the usual amounts, completed the docket.

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