EMPRESS OF CHINA BRINGS NO HINDUS

European Who Lives Through Charterhouse Disaster Tells of Foundering

NEW STEAMER IS IN PROSPECT

Seventy Lives Lost When Former Blue Funnel Liner Sank During Typhoon in China Sea

R. M. S. Empress of China, Captain Archibald, reached port Monday, several hours late, with the overseas mails from Hongkong via Yokohama and usual ports. The steamer brought no Hindus, being the first of the C. P. R. steamers to arrive without a contingent of coolies from the Punjaub for some months. The Tartar, which left some days before the Empress started from Hongkong and sailed from Yokohama two days in advance, is due today with 700 Hindus on board. The Empress of China, which had a stormy trip across the Pacific, brought 27 saloon, 81 intermediate and 245 steerage passengers. The freight consisted of 894 tons weight, and 2,225 tons measurement, made up of 20,859 packages of tea, rice, opium, skins, and general merchandise, and 2,775 cases of silk and silk goods.

Among the passengers of the white liner was Col. H. Bower, who was in command of the First Chinese regiment of Wei Hai Wei until that arm of the British army was recently disbanded. Other arrivals were A. G. Cox, engineer in charge of the Peking-Newchang railway, who was at Newchang during the stormy times of the Boxer rebellion, and in no less exciting days of the Russian and Japanese military occupations; Mrs. A. S. G. Bell, wife of Staff-Surgeon Bell, of the Royal Navy; O. A. Poole, a prominent tea-exporter of Yokohama; G. Sakamoto, a silk-dealer en route to Montreal; C. V. Sale, a prominent merchant of Kobe and Yokohama; Miss Langley, Dr. R. Broda, Dr. David Brown, J. L. Brown and wife, Hoy Chu, A. R. Decker, A. S. Duckworth, J. Famin, Dr. R. D. Grimmer, Russell Hawkins, E. H. Kushal, A. Mayashi, Walter Heap, Miss E. Hicks, Col. T. Howard, W. S. King, F. E. H. Luke, Lieut. A. A. Mellin, R.N.; E. Quackenbush, F. E. Talbot.

The passengers who debarked here were O. A. Poole, W. S. King, E. Quackenbush, F. R. Talbot, Mrs. A. S. G. Bell, Miss Langley and Lieut. A. A. Mellin, R.N. Among the officers of the steamer is a former Victorian, Dr. C. D. R. Black, son of the late Capt. Black of this city. The new chief officer, J. Stewart, is a son of the former master of the Empress of Britain, Capt. Stewart, who recently retired.

The Empress of China encountered a typhoon when at Hongkong, but it was by no means severe in comparison with that of September 18th last, which wrecked so many vessels. When the Empress sailed the wrecking steamers Protector and Berthilde, which had been sent to far eastern waters but a short time before the disaster, were engaged in salvage work. The steamer Monteagle had been docked for repairs and it was found that over ninety plates were necessary to be removed; a new stern and rudder post, as well as a new propeller were also found necessary. The repairs are expected to cost over $150,000.

On Sunday night last the steamer ran into a heavy gale off the coast, in which the steamer Pleiades, outward bound, was seen laboring. The wind was fair for the Pleiades, though, while the Empress of China had to steam against the storm.

The Empress proceeded to Vancouver about 3 o'clock. The Overseas Limited was awaiting the arrival of the vessel at Vancouver, and it was expected that the six hours lost in crossing the Pacific would be made up on the run across the Continent to connect with the Empress of Ireland, which sails from Quebec on Friday.

German ship Liscbeth, loaded with lumber from Chemainus for Capetown, arrived in Royal Roads last night for a crew.

Steamer Charmer collided with a sailing vessel at Vancouver yesterday afternoon, damaging the bow of the ship. The Charmer was not injured.

SHEARWATER'S NEW CREW.

Sailors Arrived Sunday for Sloop-of-War at Esquimalt.

The new crew of the sloop-of-war Shearwater, now being overhauled at Esquimalt, arrived by the steamer Charmer on Sunday night, and the old crew left Monday morning by the same steamer on the way to England. The new arrivals, numbering 85 in all, were marched to the corner of Fort and Government streets, where special cars awaited them, and were taken to the barracks in the naval yard, pending the alterations to the Shearwater, now in progress. The machinery of the warship is being overhauled, and carpenters are at work caulking decks, rearranging cabins and carrying out other necessary work. Capt. Allgood, the new commander, who replaces Capt. Hunt, has been in the city for some time. Lieut. M. A. Bloomfield and Surgeon C. R. Richards accompanied the new crew. Other officers will follow shortly. Lt. Scott was the only officer accompanying the home-bound crew which left yesterday morning.

NEW NORTHERN STEAMER.

Boscowitz Company May Secure New Vessel—New Tug for This Port.

It is reported that the Boscowitz S. S. Co. is considering the acquisition of another steamer for the Northern British Columbia route to run in connection with the company's steamer Venture, which has had a most successful season. The growing demands of the northern coast trade already necessitate the addition of another steamer.

In connection with the building of a new tug for A. McGregor of this city by Wallace Bros. of Vancouver, it is interesting to note that the lowest of the tenders received from builders in this city for the construction of the hull was $4,000 higher than the tender of the Vancouver firm. This tug, which will cost in the neighborhood of $18,000, wildl be a good addition to tugboats of this city. The vessel will be somewhat similar to the tug Czar in model, but will be 11 feet shorter. She will be 90 feet long, 19 feet moulded breadth, and 11 feet moulded depth. The engines are being built by Ross & Duncan of Glasgow, for whom Ramsay & Paton, of Johnson street, are agents. The machinery, which will probably be shipped by one of the Blue Funnel steamers, though the owners of the tug have the option of having it sent by C. P. R. by paying the additional freight will be a high ratio compound engine, with cylinders of 10 and 24 inches with a 16-inch stroke. The boiler will be 8 by 12, and the machine will have 200 horse power. The tug will be used in general towage work.

Another new steamer to be built for service in British Columbia is one contemplated for the Union Steamship Co., to replace the steamer Cassiar on the route from Vancouver to the logging camps between that port and Alert Bay. The Cassiar was formerly the old J. R. McDonald, which was for some years lying in this port. The hull was built up and engined, being made into a suitable steamer for the logging camp trade.

SCHOONER LOUIS PICKED UP.

Waterlogged Vessel Rescued by Tugs—Had Eight Feet of Water in Hold.

The waterlogged five-masted schooner Louis, lumber laden from Astoria for San Francisco, which was reported in distress and drifting helplessly northward, was picked up on Saturday by a Columbia river bar tug. The vessel was only twenty miles from where she had been seen by an inward bound vessel, although it was expected she would drift much further north because of the heavy southeasterly gales and northerly sea. She had eight feet of water in her hold and the pumps could not keep the vessel clear. Her master reported she had opened her seams forward during a heavy blow and he had abandoned the voyage to San Francisco to endeavor to work back to port.

POLITKOFSKY A WRECK.

Pioneer Steamer Built by Russians at Sitka Is Lost.

Old-timers will remember the excitement occasioned in April, 1868, when the oldest steamer built on the Pacific coast, the Russian gunboat Politkofsky, then transformed into a merchant craft, arrived here, and the news of the wreck of the old Sitka-built craft at St. Michael will be of interest. The Politkofsky, or as she was more familiarly called, the "Polly," is breaking up on the rocks near St. Michael. Built by the Russians at Sitka, the old-time Alaskan capital, she was first used as a gunboat, and two of her old cannon are now on Puget Sound. One is on the tug Favorite; the other at the campus of the University of Washington at Seattle. At the time of the transfer of Alaska in 1867, the Polly was sold to the United States, and afterward was sold to Captain William Kohl by the government, and was taken to San Francisco. It was there that her copper boilers were removed and sold. The boilers alone brought more than was paid for the vessel. There are the only copper boilers which were taken from a vessel on the Pacific coast. She was fitted with expensive steel compound engines, manufactured in Baltimore, and sent to Sitka around the Horn expressly for a Russian fur trading vessel, which was wrecked a few years before the Polly was built.

In announcing the arrival of the boat from Sitka after the purchase, the Victoria Colonist, dated April 22, 1868, said:

"Sitka may well be proud of her marine architecture. The steamer Politkofsky is one of the most magnificent specimens of home-made marine architecture we have yet beheld. She looks as if she had been thrown together after dark by an Indian ship carpenter, with stone tools. We hear she is to be rebuilt; she needs it: To be appreciated she must be seen."

In 1867 the Politkofsky was sold to a party of prospectors who were going up the Yukon and was towed to St. Michael loaded with goods.

PERMANENT EXHIBIT IS ATTRACTIVE FEATURE

Displays at Rooms of Tourist Association Constantly Being Added to

Speaking to a Colonist reporter Monday, a member of the executive of the Development and Tourist association said: "The permanent exhibit is proving a most valuable asset to the city. It offers to the stranger who is looking over the country with a view to purchasing a home, business or farm, an illustration of what is grown around the city, and of the fact that Victoria is a manufacturing centre of no mean importance. It is also a valuable, convenient and central showroom for individual manufacturer, as it enables him to show customers a line of goods without having to take them down to the factory.

"During the next three months it will be more valuable to the firms represented than at any time during the year. On December 1 next the C. P. R. inaugurate their winter excursions from Winnipeg and the West, as previously mentioned in the Colonist. These tickets are on sale at a single fare plus $2, and are good for three months."

The association will, between now and the 1st, do a lot of advertising in this section, and the secretary expects that fully two thousand five hundred people will take advantage of the excursion. These will include people who are looking for homes, for opportunities to engage in fruit growing, and business men who will buy their spring goods. Many of these people will learn of Victoria's manufactures for the first time through the exhibits in the rooms of the association, and may become very good customers.

New exhibits are being put in place every week. The latest is a display by Messrs. Thorpe & Co., soda water and syrup manufacturers. To Victorians as well as to strangers this very tasteful arrangement of their varied products is a revelation. Very few citizens had, probably, any idea that this enterprising firm turned out the number of lines that they display. They have on their stand about twenty varieties of mineral waters and from twelve to fifteen syrups, besides the famous St. Alice mineral water, for which they are agents. The firm has a most enviable reputation for the quality of their goods, Thorpe's gingerale being universally known and appreciated, while their English stone gingerbeer is something entirely their own.

Messrs. Turner, Beeton & Co. are now fixing up an exhibit, and during the week other firms, including the Hinton Electric Co., F. R. Stewart & Co., Dickson & Howes, and the Sanitary Feather Co., are expected to have attractive displays.

A caller at the rooms Monday said that Victoria took the lead for its publicity and exhibition facilities in Western America, excepting only Los Angeles.

ELEVATOR BURNED.

Fort William, Ont., Nov. 11.—Muirhead and Black's elevator here was totally destroyed by fire shortly after midnight last night. The loss will be heavy running probably to $20,000, half covered by insurance. No cause for the fire can be assigned as the plant was operated by electricity, but it may have been ignited by defective wiring.

DEATH OF A. J. McLEOD.

Father of Mrs. James L. Beckwith of This City.

The Boston Evening Transcript, in its issue of Oct. 31st, had the following in reference to the death of the father of Mrs. J. L. Beckwith, of this city.

"The death took place at Clements, N. S., on the 17th inst., of Arthur J. McLeod, late of 50 School street, Boston attorney-at-law, and commissioner for Nova Scotia. He was graduated from Harvard in 1869, and practiced his profession in the city of Boston. His associates at the bar will remember him as a man of absolute integrity well versed in the law and widely informed in many other directions. He was also a writer of ability, from his early years a frequent contributor to the press, and in later life author of an historical novel, "The Notary of Grand Pre." In 1903, after the publication of his book, he retired from practice and removed to Nova Scotia, where he resided till his death.

"Mr. McLeod came from fine Scottish and Puritan ancestry, being a lineal descendant from the Dunvegan McLeods of Skye, and from Stephen Hopkins and Richard Warren of "Mayflower" fame. A widow and five daughters survive him, Mrs. (Dr.) Ellis of Chattanooga, Tenn., Mrs. J. L. Beckwith of Victoria, B. C., Grace Dean Rogers, author of "Acadian Folk Lore," Katherine, of Honolulu, H. T., and Josephine, wife of Dr. Dewey of Boston.

R. R. McLeod, the well known Canadian litterateur, is a brother, and Croften U. McLeod, a member of the Suffolk bar, is a nephew of the deceased."

LICENSED VINTNERS SUBSCRIBE TO FUND

Appropriate One Hundred Dollars to Aid in Building Consumptive Sanitarium

During the past week, a decided impetus has been given the movement looking to the securing of sufficient funds for the erection of a consumptive sanitorium in this province, the list of subscriptions being enlarged by the addition of goodly amounts; and the goal towards which Dr. C. J. Fagan has in view draws nearer in consequence every day.

At a well-attended business meeting of the Licensed Vintners' association, held yesterday evening, the question of making a subscription to the fund was brought up; and it was unanimously decided to appropriate the sum of $100. H. Maloney, president of the Licensed Vintners' association informed the Colonist last evening that he had been empowered to issue a check for that amount to the person duly authorized to receive the same.

Thos. Catterall also requests the Colonist to add his name to the list of subscribers, for the sum of $25.

Other subscriptions very recently received were:

Joseph Boscowitz	$500 00
Joseph Sayward	500 00
Weiler Bros.	500 00
Native Sons	50 00
A. C. Flumerfelt	500 00
Capt. Wm. Grant	100 00

A THRILLING CLIFF ACCIDENT.

Alum Bay, in the Isle of Wight, was the scene of a perilous adventure recently. A man and his son were standing on the top of the cliffs which fall a sheer 150 feet to the bay, when they stepped on a bed of light sand, which gave way beneath them. They slid thirty feet down the face of the cliffs, until their fall was arrested by a small ledge of hard sand. Bracing their backs against the cliffs, they waited in momentary fear of a further fall until they were noticed from the beach below. Three blue-jackets, who witnessed the accident, hurried to the top of the cliff with a rope which they lowered. The man fastened it round his son's waist, and he was drawn up into safety. The rope was lowered a second time and the man was rescued from his terrible position.

Cut Off in Youth.—On Saturday evening last at the family residence Swan Lake, the death occurred of S. A. W. Williams, fifth son of Wm. Henry and Mary Williams deceased. He was a native son, being born at North Saanich, 23 years ago. The funeral will take place from the family residence tomorrow afternoon at 1:15 and at St. Luke's church, Cedar Hill, at 2 o'clock, the interment taking place in St. Luke's cemetery. Rev. R. Connell will conduct the services.

DREDGE IS TO ARRIVE IN ABOUT TEN DAYS

Announcement Is Made That Work of Filling in Hotel Area Will Commence

The dredge King Edward is expected to arrive in Victoria in about ten days' time, and an immediate start will be made towards filling in the area surrounding the C. P. R. hotel. The city is under contract to have this work done before the hotel is complete; and as it necessarily will take many weeks before the mud will settle, it is absolutely necessary that a start be made at once.

The welcome news that the dredge would come to the city was received by Mayor Morley several days ago, but it was only Monday that he was able to make it public. There is considerable filling in to be done—an average of seven feet over the entire space—and consequently it is expected that it will take several weeks to complete the work. It will very likely be several days after the arrival or the dredge before work will be commenced. The pipe through which the mud will pass under the causeway will have to be repaired as the result of damage done while laying the water main.

With the completion of the city's share of the contract, the company will lose no time in having the necessary black earth filling hauled to the grounds, in order that an early start may be made in beautifying the grounds.

SIR WILFRID CRITICIZED.

London Saturday Reylew.

T. P. O'Connor addressed a meeting at Ottawa a few days ago on Home Rule for Ireland, and at the close of his speech Sir Wilfrid Laurier said: "I am a Home Ruler. There is no true Canadian who is not. The way to pave and accomplish Imperial unity is to grant Home Rule to Ireland." The prime minister of the Dominion clinched this important declaration by subscribing £10, to which the monster meeting added £120. We are ignorant of what precise purpose this not very imposing sum was subscribed; the correspondent of the Times says it was "taken up for the Nationalist cause"; we should think it would fail to pay Mr. O'Connor's expenses. But we are surprised that so clever a man as Sir Wilfrid Laurier should not see the absurdity and impropriety of his position. The domestic politics of Great Britain are no business of the government of the Dominion. Individual Canadians may, of course, think and say what they like about Home Rule, or the Education Bill, or the Trades Disputes Bill. Their opinions would not be valuable, because they cannot be cognizant of the facts; but they would be the harmless utterance of private persons. The premier of the Dominion, however, speaking at a public meeting, is held to represent the sentiments of the confederated colonies of North America. No one who knows anything of Ontario, or Manitoba, or the Northwest provinces, or British Columbia will believe that every "true Canadian" is in favor of Home Rule for Ireland. The first effect there for such a speech must be to excite irritation amongst the Scotch and Protestant Irish in the Dominion, and that the Scotch are a powerful factor in Canada the Minto-Dundonald episode ought to have impressed upon Sir Wilfrid Laurier. The other consequences will surely be to breed bad blood quite gratuitously, between Canada and half the British nation, of which it is admitted, by Mr. Winston Churchill, that the Unionist party is composed. It is possible that Sir Wilfrid Laurier thinks the Radicals will be in office for twenty years, and that the Unionists don't matter. Talking of our own parties reminds us that Sir Wilfrid Laurier has an urgent scheme of his own to get through, which will require the consent of the Imperial government. The day after Mr. O'Connor's gathering Sir Wilfrid Laurier atended a conference of the provincial premiers of Canada. A scheme of financial readjustment is on foot, by which the provinces are to get a larger contribution from the Dominion towards the expenses of administration. This is so radical a departure from the financial basis on which the confederation was settled that the sanction of Whitehall—so it is held by lawyers — will be necessary. Sir Wilfrid Laurier is anxious to carry this readjustment, particularly as the premier of British Columbia "asks for more," and declares that he will go to Downing street to get it. It is therefore conceivable that Sir Wilfrid Laurier's outburst about Home Rule is intended to pave the way, not to Imperial unity, but to the carriage of a bill amending the Confederation Act through the Imperial parliament. If this is Sir Wilfrid Laurier's object, we tell him plainly that it is a piece of sly subserviencies to the Radicals and the Irish Nationalists, of which we had not deemed him capable. It is either this or a mere ebullition of impertinence, which can only be compared with Sir Henry Campbell-Bannerman's senile ejaculation about the Russian dumm.

The best measure of Sir Wilfrid Laurier's mistake is afforded by the adress to the King on the subject of Home Rule for Ireland by his subjects in Australia, which has just been issued by the colonial office as a parliamentary paper. The two Houses of the Comonwealth parliament, conceiving that the United Kingdom can best be governed from the antipodes, passed last year resolutions in favor of Home Rule. The address is a protest by "the undersigned men and women of Australia" against the fantastic presumption, and runs as follows: "We have always regarded questions affecting the parliamentary system of the United Kingdom as beyond the legitimate province of the Australian legislature. We believe the members of that body would keenly resent any such interference by the Imperial parliament in questions affecting the constitution of the Commonwealth. Both Houses of the Commonwealth parliament have passed by majority resolutions in favor of Home Rule for Ireland, and the House of Representatives has gone so far as to embody its resolutions in an address to your Majesty. We desire to condemn in the strongest possible manner the conduct of both Houses. The question of Home Rule for Ireland has never been discussed at any federal or state election in this part of the world. We firmly believe, and most respectfully submit, that sectarian bias or local political opportunism is largely responsible for the unauthorized action of the Federal parliament.

"We deplore the unwarrantable intrusion into the sphere of Australian politics of this burning question, which so bitterly divides the political parties of the motherland. We earnestly protest against the resolutions referred to, and beg to assure your Majesty that they are not in accordance with the views of a vast majority of Australians."

No words at our command can convey a more crushing rebuke to the prime minister of the Dominion. It is indeed time that colonial politicians in both hemispheres learned that Mr. Chamberlain's generous and swelling language about the empire must not be taken too literally. It is a thousand pities tha Mr. Chamberlain is not at the colonial office to receive these admonitions on the subject of Home Rule. We can imagine the sort of replies he would send to the commonwealth parliament and Sir Wilfrid Laurier.

COMMITS MURDER FOR SISTER'S SAKE

Orlando Murray Shoots and Kills Lincoln C. Whitney, of Hubbard, Ore.

Portland, Ore., Nov. 12.—Shortly after 8 o'clock today Orlando S. Murray, aged 21 years, son of an East Side physician, shot and killed Lincoln C. Whitney, of Hubbard, Ore., at the home of the latter's sister, Mrs. Porter, at East Third and East Harrison streets. He then boarded a car and went to the office of Sheriff Wood, where he surrendered. In a statement to the police, Murray said he killed Whitney because of the latter's persistent refusal to right a wrong done Murray's sister. Murray was extremely self-possessed while making this statement, and said that he killed Whitney after pleading with him for three quarters of an hour to right the wrong done Miss Murray. In the room at the time of the shooting were Mrs. Porter and her young daughter, both of whom, when realizing the intent of Murray, rushed between the men to prevent Murray firing; but he pushed them aside and fired a bullet into Whitney's body, killing him instantly.

DUMONT SAILS IN AIR 15 FEET FROM GROUND

Skims Along at Rate of 30 Miles per Hour Just Above Peoples' Heads

PARIS, Nov. 12.—Santos Dumont made another series of experiments with his aeroplane in the Bois de Boulogne today. He made two flights of between five and six seconds, covering between fifty and sixty metres with better success, and was only prevented by the immense crowds which surged on the field from accomplishing a sensational flight. He skimmed along at a height of fifteen feet and at a speed of thirty miles an hour for a distance of 215 metres, when, fearing that his whirling propeller would strike the cheering people, he decided to descend. The next trial will take place at the Long Champs race course, from which the crowd can be excluded.

The principal change in the aeroplane today was that the side runner reins were attached to the shoulders of M. Mantos Dumont, who operated them with instinctive movements of the body. He was completely successful in preventing the rolling motion of the machine.

SHADY BANK DEALS.

Former Chief Accountant of the Ontario Gives More Evidence.

Toronto, Nov. 12.—In the Ontario bank case today, W. J. Langton, former chief accountant of the bank, was examined. Langton testified that in 1901 a new issue of stock was made to shareholders at $120 per share, each shareholder being privileged to take up one share of new stock for each share of old stock held by him. C. R. R. Cockburn, president of the bank, was in this way entitled to 258 shares of new stock. Cockburn borrowed some money necessary from the Yonge street branch of the bank by means of a call loan. In March, 1903, Cockburn sold his shares to the officers' guarantee fund of the bank, at profit on the allotment price of $4,239. So far as Langton could say, there was no collateral offered for the loan made to Cockburn. Evidence was also given showing that some of the directors were aware that the bank was dealing in stocks.

TWO MEN WAYLAY A VANCOUVER MAN

A. F. Barber Accosted by Hold-up Men at James Bay on Sunday

A. F. Barber of Vancouver reported an attempted "hold up" to the city police on Sunday night. He was at the corner of Kingston and St. Lawrence streets about 8 o'clock, on his way to the city from the Dallas Hotel, where he had dinner after landing from the steamer Charmer at the outer dock. Shortly before that time a trolley wire had fallen on Government street, disrupting the street car service, and the lights were not burning in that section of the city. Barber, who had $400 in his possession, was walking in the darkness towards the centre of the city, when he heard some person accost him with the words, "I say." The Vancouver man was suspicious, and answered: "No, you don't," and turned and ran to the doorway of a nearby residence. As he did so, the man who had accosted him made a movement with his right hand toward his hip pocket, as though about to draw a revolver, at the same time shouting to a companion who was hiding among the shrubbery at the roadside.

Mr. Barber by that time had alarmed the residents, and, seeing that he had attracted them to his aid, the would-be "hold-up" men turned and ran toward the outer dock, where the steamer Spokane was about to leave for San Francisco.

It was not until 10 o'clock that the attempt was reported to Chief of Police Langley. Investigation by the detectives indicated that the two men had left by the San Francisco steamer. The police believe the men were strangers en route to San Francisco, and, induced by the favoring conditions of the darkness and the disrupted street car service, attempted a hold-up during their brief stay in the city.

Pedro Moleno, a Chilian seaman of the steamer Elleric, appeared before Magistrate Hall in the police court yesterday morning, charged with stealing $65 from a shipmate. He pleaded not guilty and was remanded, owing to the informant not appearing to give evidence. The two men were on a drinking bout together when the alleged theft was committed. James Smith, who was begging on the city streets, was charged with vagrancy and was remanded until today.

Jimmy McKenzie, who was reported missing, is at work at Prospect Lake. The fact that McKenzie, who is an old bachelor, living in a cabin on his ranch in Highland district, had shut up his cabin and left home without telling his acquaintances whither he was bound, caused them to report him missing.

FRUIT SHOULD BE IN FINE CONDITION

R. M. Palmer Says B. C. English Exhibit Left Quebec in First-Class Order

A full carload of British Columbia fruit, in charge of R. M. Palmer, of the department of agriculture, left the West some weeks ago en route to the Old Country and should now have reached its destination. It included many varieties, in fact there were some specimens of everything that flourishes upon the fertile soil and the salubrious climate of the western slope of British Columbia.

This will be the third time that a display of the kind has been made by the provincial government at the Royal Horticultural association's show in London. On the previous occasions the result was the securing of the gold medal for the best exhibit of the kind. This year the exhibition is being made on a more extensive scale than ever before. The British Columbia fruit will be shown not only at the central fair mentioned, but at minor exhibitions at the places and dates appended: Norwich, Nov. 22nd, 23rd and 24th; Edinburgh, Nov. 15th, 10th and 17th; Aberdeen, Nov. 24th and 25th; Islington, 10th and 14th of December; Plymouth, 14th and 15th of December. It should be explained that the fruit forwarded will be divided in order to be placed at the different points enumerated. Enough was forwarded to make this practicable without interfering with the completeness or effectiveness of any.

A communication was received yesterday from Mr. Palmer, dated from the Empress of Ireland, which will be of interest to all who wish to see the fruit of this section take the place to which its quality entitles it in the competition with the products of other agricultural districts. It follows:

R. M. S. Empress of Ireland,
Nov. 2, 1906.

Hon. R. G. Tatlow,
Minister of Finance and Agriculture, Victoria, B. C.

Dear Sir—I have the honor to report that the car-load of exhibition fruit was loaded on the Empress of Ireland yesterday afternoon in excellent condition, the fruit is placed in a cool storage chamber, which will be kept at a temperature of 35 degrees to 40 degrees F. during the trip. Special arrangements had been made for handling the fruit carefully by the Canadian Pacific railway officials at Montreal and Quebec, fruit in consequence not a single box of frut suffered injury. Our best hanks are deu to Sir Thomas Shaughnessy and his officials in this respect. The Kootenay fruit which was forwarded to Quebec per Dominion Express Co., nas also received special attention en route and is included in the consignment referred to.

The Empress of Ireland is due to arrive at Liverpool on the 9th instant, and it is intended to have the fruit placed in cold storage on arrival.

(Sgd.) R. M. PALMER.

GYPSIES IN WALES.

The peregrinations of the German gipsies through Wales are exciting much interest. En route from Oswestry to mid-Wales, the party divided at Welshpool, one portion going to Llanfair, and the other, comprising two vans and five men and thirty women and children, going to Newtown, being escorted by a staff of police. They struck camp on the gravel on the river bank. On being addressed in German by a press representative, Max, the leader, who also spoke English and French fluently, resented being called Germans, and claimed to be real Romanies, originally from Egypt. On being asked how they landed in Britain contrary to the Aliens act, he said they had no difficulty at Leith, and traversed Scotland unmolested. The encampment on Saturday was visited by a large number of people, but there was no demonstration, the police exercising strict supervision over their movements. The party intend to make for Germany with all speed.

WHALING IN SHETLAND.

A visitor who has spent the last two summers in Shetland describes in The Scotsman the Norwegian whale fishing industry carried on in that British island. He writes: "Every part of the whale is made use of. The blubber is run down into oil. The flesh is boiled, dried and ground into cattle food; the bones and offal are boiled, dried, and ground into guano. Only the liquid that escapes during cutting up, and a little overflow from the offal boilers, runs into the sea. The sheep and cattle feed close down to the stations, even among the blades of whalebone spread out on the grass to dry. I understand the workmen regularly cook and eat the whale flesh. In Denmark it has been canned for years. This year one of the Shetland stations salted several hundred barrels. Regarding the kinds of whale killed, there are two. The finner, 60 to 80 feet long, yields about 30 barrels of oil, and is found 30 to 120 miles at sea; the coal fish whale, 35 to 45 feet long, about 15 barrels, 10 to 20 miles at sea. The herring hog, which is found much closer inshore, is not taken. It only yields about one barrel oil, and does not pay to kill.

SMALL BOY KILLED.

Newcastle, Ont., Nov. 12—The seven-year-old son of David Rutherford of Newcastle, is dead as a result of his brain having been pierced by the prong of an apple spear. The little fellow was in the orchard with his brotner when the spear fell from a tree under which he was playing.

TO BUY FOR WESTERN CANADA'S BIG STORE

Wm. Spencer, of D. Spencer & Co., Leaves for England and Continent

William Spencer of Western Canada's big store, Spencer's Arcade left Tuesday morning on another trip to England and the Continent to buy further stock and novelties for the big departmental store, whose customers are legion. Mr. Spencer's trip is one of the regular buying commissions upon which a member of the firm is periodically despatched, and he intends to cover a lot of ground to secure goods that will meet the approval of the British Columbia buyer.

First he will proceed to Grand Rapids, Michigan—"where the furniture comes from"—to select furniture to restock the department, the sales of which have been extremely heavy during the past season. A number of special sales were held, which were well patronized, and in order to choose novelties in the furniture line, and restock the department, Mr. Spencer's first stay will be at Grand Rapids.

Toronto and Montreal will be next visited. At Montreal the big storerooms of the Fit-Rite Clothing company, for which firm D. Spencer & Co. are the local agents, will be looked over and clothing for the winter trade selected. The clothing of the semi-ready order previously bought from this firm has had a considerable vogue, and Mr. Spencer purposes to buy extensively for the winter business.

Leaving Montreal, Mr. Spencer will go to New York, where, after a stay to look over what the Eastern metropolis offers in the way of novelties, he will embark by one of the fast Atlantic turbine steamers for Liverpool, and will have an extended stay in the world's business centre—London, England. There he will buy silks, dress goods, laces, and an assortment of spring novelties that he thinks will please the ladies, who are connoisseurs of these things.

Then Paris, home of the modiste, will occupy his attention in the search for other novelties, and frills and furbelows, dress goods, millinery, and all those articles which tempt the feminine pocketbook.

Berlin, Belfast and other centres will also receive a call from Mr. Spencer—his programme involving travel over many thousands of miles, by rail, steamer and other mode of conveyance. At Berlin the German idea in jackets and novelties will receive his attention; at Belfast the linen factories will be visited and choice linens selected for Western Canada's big store. Laces, dress goods—all manner of articles to please the women of the West, will be selected with that same judgment which has marked the purchases of Mr. Spencer on his previous visits to the marts of the old land on behalf of the Arcade. He expects to be away several months.

ALIEN LABOR CASES.

Belleville, Ont., Nov. 12.—Three informations were this morning laid against the Corby Distilling Company here for alleged violations of the alien labor law in importing employees from the United States.

ROYAL MOTORS BREAK DOWN.

A cabman, an ordinary everyday cabby, had the honor recently of driving the King in his ordinary everyday cab. The King had gone by train to Newmarket, where the Royal motor car awaited him at the station, but he had no sooner reached the car than the driver announced that the machine had broken down.

The King did not delay many minutes, knowing the perversity of motor cars. He called a railway detective, and the latter called a cabman. His Majesty and his equerry were driven quickly to the Jockey club, where the King waited while the motor car was being repaired.

His Majesty fixed a fittingly royal rate of fare himself, ordering the equerry to pay the driver half a sovereign.

The Queen in a Dogcart

On leaving Balmoral to return to Sandringham on her last visit to Scotland, Queen Alexandra also experienced the uncertainties of motor traveling.

A mishap to the royal motor car took place about three and a half miles from Balmoral. The tire first burst with a loud explosion, and immediately afterwards a chain broke with such force as to send it through the dashboard. Fortunately, a four-wheeled dogcart was on the way back to Balmoral Castle, and the royal party waited on the road until this came up. Having entered this, Her Majesty directed the driver to proceed as quickly as possible to Ballater.

In consequence of the mishap the Queen was thirty minutes late in arriving at Ballater.

At the station Her Majesty intimated her wish to speak to the officers commanding the guard (composed of the 2nd Battalion Cameronians—Scottish Rifles), and shook hands with each in turn, bidding them good-bye. She then took leave of those on the platform, and entered the train.

LAND REGISTRY OFFICE GLUTTED WITH WORK

Real Estate Transfers so Heavy That More Help Is Needed

No better evidence of the pronounced movement in local real estate could be found than the fact that the business of the land registry office has increased to such an extent that the present staff can scarcely cope with the rush. Some of the Victoria agents are complaining that they have submitted deeds in connection with transfers which have taken two months in undergoing the necessary alterations. They do not blame the registrar-general, or any of his employees, recognizing that their duties have increased to such an enormous degree that they are unable to give matters the prompt attention that has been possible heretofore. The same condition of affairs, it is stated, exists in Vancouver even to a more marked extent.

Discussing the question yesterday, several agents expressed the determination to petition for submittal to the provincial authorities asking for the appointment of an assistant to the registrar in order that their affairs might receive immediate attention. They contended that business had so increased as to warrant the augmentation of the staff, not only for a limited period, but throughout the year. The prosperity apparent on all sides at present showed no signs of abating. The indications, on the contrary, were that Victoria and all Coast cities would continue on the upward path, commercially and industrially, for an indifinite time. Under the circumstances there was no reason why the addition they recommended should not be made without delay. Nothing should be placed in the way of facilitating the transaction of their business.

In referring to this matter, Provincial Secretary Fulton stated Monday that he had had no official notification of the condition of affairs. If he received the petition mentioned, however, it would be given his prompt attention. It was necessary that the recommendation should be made in a formal way. Then it would be possible for him to take action. He acknowledged that if the condition of affairs was as represented, it was imperative that something should be done without loss of time.

ELECTION PROTESTED.

Toronto, Nov. 12.—The election of David Marshall for East Elgin has been protested on charges of bribery, treating, personation, etc.

TO SING BEFORE THE KING.

It is now definitely known that the North Staffordshire District Choral society is to sing before the King at Buckingham Palace in the late autumn, the exact date having yet to be fixed. This choir has made itself famous by carrying off four times the first prize in the chief choral competition at the Welsh National Eisteddfod at Merthyr, at Bangor, at Rhyl, and a few days ago at Carnarvon. The only other choir that has ever wrested the blue ribbon of the Eisteddfodau from the Welsh also hails from the Potteries—namely, the Hanley Glee and Madrigal society, which this year secured third prize at Carnarvon.

The North Staffordshire Choir is made up of working-class people, and many of the members are in quite humble circumstances. The conductor, Mr. Whewall, who has trained the members to such a pitch of perfection, is himself drawn from the ranks of the workers. The combination had its inception in a small Sunday school choir, which Mr. Whewall trained at the mining village of Talke, Staffordshire. Since then many of the best voices in the district have rallied round him. Critics now declare that the singing of the Potteries choirs is unsurpassed.

REVISITING OLD HOME.

Mr. and Mrs. John Dougall Renewing Old Acquaintances in New Orleans.

The New Orleans Times-Democrat in its issue of Oct. 31, had the following:

"After an absence of more than sixteen years from New Orleans, John Dougall, a retired foundryman of Victoria, British Columbia, who came to this city at the age of ten, served his apprenticeship in the old Shakespeare foundry and left in 1859 for British Columbia to seek his fortune, is back in the city with his aged wife, formerly Rose Anna Graham of New Orleans. Their purpose in this visit is to spend their golden wedding anniversary in this city Feb. 19, 1907, and they are at the St. Charles hotel with the intention of remaining here during the coming winter. Mr. Dougall is a brother of Capt. George H. Dougall, also a retired foundryman and realty owner, who has resided at 1717 Clio street thirty years, and this is the second visit which his Canadian brother has paid him in forty-odd years.

"Both men have amassed competencies. Mr. Dougall from Victoria being quite a wealthy man. He left this city in 1859, after being married but about three years, and took the Isthmian route to the Far Northwest. His trip required thirty days' constant traveling, and was from New Orleans to Aspinwall, and thence to Colon, Panama, where he took a ship to San Francisco. From there he took ship to Portland, traveling up the Columbia river to Victoria. He participated in the Fraser river gold rush in 1863, living for some time in the Cariboo country. Later he was in the lumber business for a time, and finally founded the Atlas Iron Works, where he made himself a wealthy man. He retired from business in 1883, and but prior to that time built a hotel called the Dougall house, which he operated for some time.

"His aged wife was an ardent Southerner and distinguished herself in the early years of the civil war by making a Confederate flag which was raised in Victoria, the first ever raised on Vancouver Island.

"Mr. Dougall says that British Columbia is the country for the young man who desires to make his fortune. Said he: 'I would give anything if I was but forty years younger, so that I could go into that section and get the benefit of its vast wealth. I say that I was born forty years before my time. British Columbia is a country in which there are grand opportunities for any young man, and the amounts of mineral and timber wealth that are there can hardly be dreamed of. It is but in its infancy as to development, and will be the richest country in the world some day. There you find magnificent pines 100 feet to the first limb, and as much as six feet in diameter. The land is productive, the climate is fine and the people are born money-makers.'"

PLANS FO EDU

A. C. Flumerfelt Out vancement of Le D

THE question of higher e British Columbia is has attracted more o attention during the past few the last session of the provi lature considerable dissension by the announcement of the tion of the government to gra nancial assistance to McGill in its aim to give western students the benefit of taking few years of the prescribed reer at home. Those agains posal contended that no spec sity should be selected for sta that the Toronto and other tablishments were just as mu to the contemplated grant as institution. The government carried out its intention, desp terference, with the result th couver and Victoria High s affiliated with McGill and the may, if they wish, take the o versity studies without leaving ince. In order that this w be properly supervised there ized an institution known as Institute for the Advancement ing in British Columbia.

Since its inception that bod active. Among its officers is toria's most prominent citiz Flumerfelt. Yesterday Mr. was interviewed by a repres the Colonist on the question education. He expressed his emphatic terms and did not state what he and his colleagu They required $100,000. Th of money was necessary in the work already started m