NIMROD EXPEDITION'S PATRON IS IN CITY

News of Dissensions Shocks G. A. M. Buckley, Who Went South to the Ice Pack

The last man to leave the Antarctic expedition ship Nimrod and to bid farewell to Lieut. Shackleton ere he left upon his projected dash over the ice floes for the south pole arrived in Victoria yesterday on the steamer Moana, in the person of G. A. M. Buckley, late an officer in the British army, but now retired.

Mr. Buckley was one of the largest subscribers to the enterprise, and he accompanied the vessel as far as he possibly could in order particularly that he might superintend the care of Sibernian ponies which were taken along. He was greatly shocked by the news cabled from Christchurch that the Nimrod had returned and reported dissensions between Capt. England, in charge of the little vessel, for forty years a Newfoundland sealer, but purchased by the syndicate sending out the present party, and Lieut. Shackleton, the head of the exploration party. He did not expect the Nimrod back until the latter end of April. The best of feeling prevailed between Lieut. Shackleton, who was second in command of the Discovery, the vessel which conveyed the last Antarctic exploration party south, and Capt. England, who was second officer of the Morning, a relief ship sent out. Immediately upon learning of the trouble he cabled Christchurch and directed that a reply detailing the facts be sent to Vancouver, whither he proceeded this morning.

As the Nimrod was a small vessel, of but 400 tons, the collier Koonya was engaged to tow her as far south from Lyttleton as pack ice, in order to save bunker room. It was upon the Koonya that Mr. Buckley returned. The Nimrod, he reports, was badly damaged in her forward plates by the voyage south, which was exceedingly tempestuous. She was in no shape to go on with the magnetic surveys around the Orkney islands, which it was proposed to make in the interval before she went south again to Scott island to pick up the party upon its return.

"Personally, I'm staggered by this report,' Mr. Buckley remarked to a reporter of The Colonist last evening "I can hardly credit it. The best of feeling prevailed between Lieut. Shackleton and Capt. England. The former was the latter's employer and was a man of great tact. The Nimrod was to take the party to Scott island, and after their hunt was built was to return to New Zealand. She was to return to the same neighborhood next January to pick up the party.

"The landing party consisted of sixteen persons, in charge of Lieut. Shackleton, who has had considerable experience in Antarctic exploration work. With it was Prof. David, by far the ablest geologist of the southern hemisphere. He was to solve once and for all the question as to whether gold exists in the islands within the Antarctic circle. The party took ten Siberian ponies to use over the ice floes.

"The dash for the pole could not be made until next November, as the four months preceding are those of total darkness. It was expected that the party would have made the dash and returned by the end of December. All were well on board when I left them at long. 180 west, lat. 68 south, near Scott island."

Mr. Buckley expressed some surprise at the announcement that the party was encamped at Mount Erebus. It had been agreed with Capt. Scott that they would use his permanent camp at this point, established a year ago, which he hopes to use as soon as he can organize another expedition.

Story of the Trip

The Nimrod left Lyttleton, N. Z., in tow of the collier Koonya on New Year's Day last. Heavy gales prevailed from January 1 to January 13. January 3 the gale prevented the Koonya from towing more than a knot an hour. Up to the next day neither Capt. England, of the Nimrod, nor Lieut. Shackleton had had their clothes off nor did they have any sleep. The Nimrod proved a splendid sea boat. January 8 Lieut. Shackleton signalled the Koonya to pour oil on the water, which was done with satisfactory results. One pony fell on its back and had to be shot.

January 7 was the worst day, squalls of huricane force being frequent. Lieut. Shackleton, according to Mr. Buckley, expressed the opinion that no other vessel of her size would have done so well as the Nimrod.

January 8 the heavy gale, with terrific squalls and high seas, continued, staving in part of the bulwarks forward. They had to use oil throughout the day. On the 9th there was a moderate wind, with high confused sea. The vessels were able to go full speed, but in the afternoon the wind increased, with squalls of burricane force and very high seas. More bulwarks were washed away. Towards night the weather moderated.

"My admiration of the way in which all hands do their work under trying circumstances is great," said Lieut. Shackleton. The care of the ponies under such adverse conditions was a serious piece of work. There was continuous rain, but the wind moderating on the 10th most of the party recovered from the pickling they had had during the preceding week. On the 11th there was strong and increasing wind and rising sea, which caused anxiety. Towards midnight the weather moderated, and on the evening of the 12th they were able to steer south. The Koonya did very well in the bad weather, owing to the seamanship of Capt. Evans, who had an anxious time. On the 13th there was a gentle breeze from the eastward. On the 14th a fine, clear day, the ship passed two icebergs. The weather was rapidly growing colder. The pack was sighted on the port bow. At 9 on the morning of January 15, when in misty weather, the Nimrod cast off, and the Koonya started on her return voyage.

Last Seen of Nimrod

The Nimrod held slowly southward until the sea became dotted with icebergs. Here the Koonya's position courted danger, as in addition to innumerable icebergs, a shoal of their "calves"—as the whalers say—floated about in close vicinity to the steamer. Captain Evans signalled the Nimrod to prepare for disconnecting the tow lines. The preparations, which were fraught with great danger, were carried out under extreme difficulties. Captain England left the Nimrod in a whaleboat, and boarded the Koonya. He held a hurried consultation, and arranged the details for the disconnection and then returned to the Nimrod, which had been towed 1,500 miles, and was now but one mile from the ice.

Long Distance on Way

The fact of the Nimrod being towed this distance represents an advance of 1423 miles on Lieut. Shackleton's objective. The Nimrod's men, through the roaring gale, cheered the Koonya crew for successfully performing the task. Lieut. Shackleton's farewell signal was as follows:

"Deeply grateful for the thorough manner in which the Koonya has performed her arduous task. All well, and confident of success."

The Koonya's return to port was marked by bad weather. She called at the Campbell's visiting depot to look for castaways.

The Australian government subscribed £5,000 to the expedition and to partially recoup the government for this, the Nimrod was to conduct the magnetic surveys alluded to. These were to be principally in the neighborhood of the Orkney islands, where the ill-fated Dundonald met disaster. The damage to her plates will prevent this.

Mr. Buckley has promised to head a relief expedition should the necessity arise and will again cross Canada next fall on his way out to join the Nimrod.

Wreck Etiquette.

When the old lady appeared at the big door of the life-saving station, she regarded the rough waters of the bay with frightened eyes.

"Isn't something being done for that ship in distress?" she anxiously demanded, pointing seaward.

"Oh, that's all right, ma'am," replied a man in oilskins. "We've sent 'em a line to come ashore."

"Goodness me!" exclaimed the lady. "Were they waiting for a formal invitation?"

STRIKE OF ENGINEERS

Steam Schooners Sailing Out of San Francisco Will Be Still Tied Up

After a prolonged and exciting meeting at San Francisco the striking marine engineers of the coast steam schooners now on strike decided to remain out.

All but five or six of the steam schooners carrying lumber, and owned by shippers of San Francisco, principally the lumber companies, are tied up by the strike.

Attempts to secure non-union engineers have failed for the most part, and the owners declare they will continue to let the vessels remain idle rather than accede to the demands of the engineers.

Fatal Catbite

Peterboro, Ont., March 11.—Roland Tivey, Jr., aged 42 years, is dead from blood poisoning caused by a bite on his finger from a pet cat.

Illness of Ex-M. P.

Bobcaygeon, Ont., March 11.—Charles Fairbairn, ex-M.P., is very seriously ill with pneumonia at his home here.

HINDU IMMIGRANTS IN DETENTION SHED

Ten Stopped by Natal Act and One By Dominion Regulation

Vancouver, March 11.—Protesting vigorously that he was a tourist, and "not with this gang," Behami Lal Verma was this morning taken to the detention shed together with ten other Hindus who arrived from Suva, Fiji, today on the Canadian-Australian liner Moana.

The ten Hindus are detained by order of the Dominion immigration authorities, as they did not come direct from the land of their birth or citizenship, but apart from that they failed to pass the Natal act test as applied by Officer Munro on board the liner. That is, with one exception, Behami Lal Verma was able and proud to show what he could do in the way of writing certificates, and as he could read and write English fluently he was all right as far as the Natal Act was concerned. He told the officer that he was a tourist and was going through to England to study law.

The provincial authorities had their innings first, and as Behami Lal passed the test with flying colors, it was something of a shock for him to find that he was to be held by the Dominion.

The Dominion authorities also held a German who came up from Sydney. Under the order-in-council he could not be admitted, but as he stated that he was going through to the United States he was handed over to the United States immigration department. It he fails to go he will be deported.

PRINCESS MAY READY

Will Resume Service to Skagway and Way Ports Tomorrow Night

The steamer Princess May, which is being overhauled at Esquimalt will be placed on the Skagway route again after leaving the ways. She will sail from here on Friday, March 13, at 11 p m. for Skagway and way ports. The steamer Princess Beatrice, which is due from the Lynn canal port, will probably relieve the steamer Princess Royal in a few days on the Victoria-Seattle route to allow that vessel to take the place of the Princess Victoria on the Victoria-Vancouver route, while the flyer is being overhauled, in preparation for the coming season's work.

TRADING IN STOCKS

President Roosevelt Orders Investigation Into Methods of Exchange

Washington, March 11.—President Roosevelt has directed Herbert Knox Smith, of the bureau of corporations, to investigate as to the methods of stock trading with the view of furnishing the basis of possible future legislation regulating such practices. The difficulty is recognized of attempting regulation of the transfer of stocks which will operate to curtail purely gambling contracts, and at the same time work no hindrance to legitimate transfers. It is announced that the investigation is to be made for the purpose of proceeding on sound principles. President Roosevelt has declared himself to be decidedly in favor of eliminating stock gambling.

BRITAIN'S CHANCES AT THE OLYMPIC GAMES

Yankee Paper Says England's Hope of Winning Honors Lies in College Men

The New York Times has the following to say of the Olympic games: The recent performances of the British champions on track and field have been mediocre, especially in that branch of athletics in which Britain has hitherto led the world, namely, cross-country running.

Among the sprinters, Morton, who was the lone star capable of successfully competing against Americans, seems to have lost his turn of speed, and, although he still wins races and is ever champion of England, rarely passes the 10⅕ seconds' mark.

Underwood, the cross-country and ten-mile champion of the British Isles, was recently beaten in Paris by Keyser, of the Racing Club de France, while the present holder of the British 110 hurdles' title is Groenings, a Swede who cannot compete under the British colors in the forthcoming Olympic games. No quarter-miler has come forward who can run under 50 seconds. The 'Varsities have had a band of athletes, virtual descendants of Crabbe and Cornwallis who are excellent half-milers and milers, while McGough of Scotland is still competing and ought to beat any opponent in his own country, although he lost at Athens by his action in remaining in the rear so long and relying on his sprinting abilities when dealing with Americans who were faster on the home stretch than he was.

The Irish contingent of jumpers, including Leahy and O'Connor, are averse to competing under British colors, and their defection will mean the loss of many points to the wearers of the Union Jack. In the weight-throwing events England will be outclassed, unless a Scotchman, who seems to be a coming man, makes good his promise.

The many meets taking place before the actual games, all of which are labeled "trial meets," indicate a loss on the part of the British committees. If they had determinate champions with good records they are conservative to the point of not holding trials at all, but as matters stand, their approbation of the present arrangements show that they are utterly in the dark as to who shall ultimately represent the empire. The only hope for the British seems to be in the 'Varsities, whose runners do not usually compete in open meets and whose performances may be a revelation. But an Oxford or a Cambridge man abhors nothing more than strict training.

Canadians and Australians will furnish but little talent, according to reports from Australia and the Dominion. Longboat will probably not be allowed to compete, and whether Barker will run in better form than at Athens, where he proved himself a very useful sprinter, is problematic.

The slowness of the tracks in England will probably prevent Americans from making the fast time they have made in the States.

The four best sprinters in England are presumably Morton, J. A. Miller, of the Essex A. C., Sidney Abrahams, of Cambridge University, and Reed, of the South London Harriers. Morton has run 100 yards in 9 4-5 seconds, but seems to have fallen off entirely. Reed is a second rater at best, Abrahams is uncertain, and Miller is the most dangerous of the quartette.

The middle-distance men will undoubtedly come from the 'Varsities, while there are scores of milers and long-distance men who are distinctly good. The trouble is how to develop one who is a little better than the rank and file, and although the majority of American "stayers" are not on a par with their English rivals, yet the United States contingent will undoubtedly contain one or two stars, and the long-distance races, once the absolute prerogative of England, may leave her.

Thus the most influential athletic clubs in England have been arranging meets which will take place during April and which may serve to bring forth some promising men, which were never more needed in the history of British athletics.

The Finchley Harriers of London, the Polytechnic Institute, and the London Athletic club have all arranged games, while the inter-varsity meet comes off in March just before the boat race. These and half a dozen more series of games will be held before the official trial contests.

The British have taken an interest in the coming Olympic festival, and will do their utmost to prevent defeat by the invaders.

FAST PASSENGER BOATS FOR SOUND

Steamship Companies Prepare for Service—Rate War Expected on Bremerton Route

Following the example of the C. P. R. in getting fast steamers for the ferry travel the Puget Sound shipping lines are arranging for the early construction of swift passenger boats for interurban traffic. Incidentally, the Alaska Steamship Company, which recently reduced the fares to fifty cents on the steamer Rosalie for the Victoria-Seattle service without provoking any retaliatory rate war on the part of the C. P. R., whose steamers continued to enjoy the same proportion of travel as before, is likely to have a rate war to cope with on a route nearer home.

The Alaska-Yukon-Pacific exposition to be held at Seattle in 1909 is expected to cause a large amount of travel. To cope with the stream that trends here the C. P. R. is building a 24-knot passenger steamer equal to any of its kind on the Clyde whither Capt. J. W. Troup will proceed shortly to consult with the builders and see that the requirements of the service are met with in the construction of the vessel, which will alternate with the fast Princess Victoria. A contract has been also given by a Sound company to the Willamette Iron & Steel Works of Portland for the delivery within ten months of a 22-knot steamer, with capacity of 1,000 passengers, for use on the Seattle-Port Orchard route on Puget Sound.

The Inland Navigation Company, which is another of the subsidiary concerns of the Alaska Steamship Company, has had the Seattle-Bremerton run to itself for some time, and now the steamer Monticello has entered the trade, the coming of the United States battleship squadron to Bremerton navy yard being likely to cause a great increase of travel.

The Monticello is owned by the Port Blakely Mill Company, and the management has given it out that if the runs of the boat are successful and the business warrants it the Kitsap, of the Kitsap County Transportation Company, and the City of Everett, of the Seattle & Everett Navigation Company, will be added to the fleet, while the steamer Telegraph, now at Portland and owned by the last named company, will be brought to the Sound to take over the City of Everett's present run.

"There will be no rate war," said C. G. Coker, assistant manager of the Inland Navigation Company. "There is plenty of business for both companies."

Steamboat men, however, are preparing to witness a bitter fight and would not be surprised to see the fares to Bremerton drop to a dime before matters are finally adjusted.

Another steamship concern which proposes to enter the Puget Sound inter-urban traffic is the East Shore Transportation Company, which has been recently incorporated with a capitalization of $50,000, organized for the purpose of maintaining a line of steamers between Seattle and Tacoma, touching only at mainland points on the east side of the Sound.

MINING PARTNERS IN THE SUPREME COURT

Legal Trouble Arises Over a Mineral Claim Situated at Tod Inlet

(From Thursday's Daily)

In the Supreme court yesterday Mr. Justice Irving was occupied in hearing the case of Swanson vs. Graham, a dispute arising out of a mining partnership. Swanson, who is represented by Fred Peters, K. C., and S. Perry Mills, K. C., claims that he was induced to enter into a partnership agreement whereby he was to do certain work on a claim owned by the defendent adjoining the Vancouver Portland Cement Company's land at Tod Inlet, getting a fourth of the profits for his pains. When the case adjourned yesterday all the facts had not been brought out, but it is alleged by the plaintiff that he was induced to enter into the agreement by means of false representations as to the value of the property and also as to the extent of the defendant's holdings. He says he had done 66 feet of tunnelling, when he was ordered by the defendant to desist, on account of a difference of opinion as to how the work should be done. Later on he got a notification that he had forfeited all rights under his agreement, with the result that failing to secure a settlement through his lawyers he brought suit for $2,500, the value of the work done by him.

Graham, it is understood, alleges that he took the plaintiff into a partnership largely owing to false representations as to his financial standing, and further that the plaintiff forfeited all rights by leaving the work at the time and in the manner which he did, and claims that he has been damaged to the extent of $5,000 by this conduct.

The case will be resumed at 11 o'clock today.

WHERE THE BIG CARS ARE IN AUTO RACE

French Car Out of Race for Time, American Car is in Wyoming

Ogden, Utah, March 11.—The American car in the New York to Paris auto race passed Creston, Wyo., at 3:35 p. m. mountain time. Creston is 2,245 miles from New York, is on the top of the Rocky Mountains, at an altitude of more than 7,000 feet. The Italian car left Paxton, Neb., this evening having been thoroughly repaired.

The first French car, the German car, and the second French car, are running through Iowa towards Omaha, in the order named.

Omaha, Neb., March 10.—The first French car, which is near Marshalltown, Ia., broken down, will be unable to go faster than a walk for two weeks while waiting repairs for which Paris has been cabled. The broken shaft cannot be replaced in this country, says St. Chaffray, the driver, who has been in Omaha today making an effort to get his car started.

Laramie, Wyo., March 10.—The American car reached here at 2.45 p.m., yesterday, having run the last fifty-five miles in three hours and fifty-five minutes. The car was overhauled last night preparatory to continuing westward today. A banquet and reception was tendered the party traveling in the car tonight.

Grand Island, Neb., March 10.—The Italian car in the New York to Paris automobile race reached here at 11.40 last night, having made 156 miles since leaving Omaha at 10 o'clock yesterday morning. The car will leave here this morning.

Omaha, March 10.—The Italian car passed Schuyler, Neb., at 4.35 yesterday afternoon, having made eighty miles in eight hours. The car will run until midnight as the moon will give sufficient light. The roads are good.

Clinton, Ia., March 10.—The German car in the New York to Paris race arrived at 5.15 o'clock yesterday. It spent the night here.

FIRST BASEBALL OF SEASON NEXT SUNDAY

Former Victoria Player Will Manage One of Teams to Meet in Seattle

The first game of baseball of the year in the northwest will be played at Seattle next Sunday. This seems to be forcing the season somewhat, but when the fans get baseball hungry, baseball they will have. The game will be between two semi-professional nines, the Nationals and the Rainiers.

The Nationals are being managed by a former popular Victoria player, "Johnnie" McManus, who caught on the local team of 1905. His team is composed of the members of the Seattle High School nine of last season. This team made quite a reputation for themselves last year by touring the States from coast to coast and playing practically all-comers, and more than held their own.

The Rainier team has played in Victoria on several occasions and both teams will be seen on the local diamond early in the season.

The campaign against tuberculosis has reduced the death rate from this disease in Minneapolis from 1.16 in 1903 to .96 per 1000.

FAIR DIRECTORS ASK COUNCIL FOR CHANGE

Are Very Anxious to Have Prohibition Against Pool Selling Removed

Unless the bylaw effecting pool selling at the Provincial Exhibition is repealed by the city council, it is likely that the directors of the exhibition will resign in a body.

This is the startling statement that is given out on the best of authority, and indicates the seriousness of the deadlock that now exists between the council and the management of the big fair in this city.

The negotiations that have been going on for some time past between the council and the fair directorate with the view of having the obnoxious clause relating to pool selling in the bylaw repealed were brought to a head last Friday night, when the directors waited on the committee-of-the-whole council at the city hall and in no uncertain manner emphasized their side of the case and insisted upon the council taking action in the matter or showing their hand.

The directors came away without receiving any satisfaction, in a highly indignant frame of mind, the reply of the council being non-committal.

Another meeting of the directors was held yesterday morning in the office of the secretary, J. E. Smart, and although nothing definite was done, it is understood that, unless the bylaw is repealed, the directors will hand in their esignations to take effect in the very near future.

The members of the directorate present at Friday night's meeting talked very plainly to the council, it is said. They declared that without the pool selling privilege the fair could not be made a paying proposition. They argued further that the doing away with pool selling would cripple the fair in almost all departments. While a decreased attendance would be one result, the loss of the pool selling privileges would mean that the race attractions would be of an inferior nature, for the board would not be able to offer as large purses as in the past.

Particular emphasis was laid on the fact that under the criminal code of Canada any bylaw on the subject passed by the city would be over-ridden, a case in point being instanced at the Toronto exhibition last year. The Toronto council passed a bylaw to make betting on races impossible. The pool sellers operating under the hand book system were arrested, tried, and found "not guilty" not only in the lower court but also when the case was appealed to the supreme court.

The directors laid stress on the fact that the bylaw would under these circumstances allow promiscuous "pool selling." Anyone would have the right to sell pools without paying a revenue to the fair management and could at the same time defy the city bylaw. It would, they said, take the control of this matter entirely out of the hands of the fair management and the city would only be running into a number of lawsuits if the police authorities attempted to enforce the city bylaw.

The reply of the council to the directorate was that the fair could be made to be a paying proposition without the selling of pools, but further than this the members of the council, it is said, were not inclined to commit themselves.

The clause in the bylaw which was passed at last year's council in the month of November and to which the fair management take particular exception, reads as follows:

"Nor shall any gaming be authorized or permitted upon the Victoria fair grounds."

The clause in the criminal code which the management says overrules this reads this way, after citing the provisions of the clause governing betting and pool selling:

"The provisions of this section shall not extend to any person by reason of his becoming the custodian or depositary of any money, property or valuable thing staked, to be paid to the winner of any lawful race, sport, game or exercise, or to the owner of any horse engaged in any lawful race, or to bets between individuals or made on the racecourse of any incorporated association during the actual progress of a race meeting."

SEATTLE DOG SHOW

Association Decides at Meeting to Hold Annual Event From May 4 to May 9

Seattle, March 11.—It was decided last night to hold the annual Seattle dog show from May 4 to May 9 inclusive. An expert will be brought here from the East to judge the dogs, and it is hoped that his decisions will be satisfactory to all.

The proposition of having a national show here during the A. Y. P. Exposition was discussed informally at the meeting of the Seattle Dog Fanciers' Association last night and the members all seem heartily in favor of it.

The following officers were elected for the ensuing year last night: President, L. B. Youngs; vice-president, Arthur Murphy; secretary, William B. Bailey; treasurer, J. E. Hubbard; trustees, William Matheson, Oscar Jones, R. M. Palmer; show committee, Walter Piper, C. W. Ireland, W. S. Tarrant, J. E. Hubbard, Arthur Murphy, R. C. Callahan, William Matheson. Oscar Jones is superintendent of the bench show committee.

ORCHARD PLEADS GUILTY

Withdraws Former Plea and Accepts Consequences of Murdering Steunenberg

Caldwell, Idaho, Mar. 11.—Harry Orchard yesterday, before Judge Fremont Wood, in the district court, was allowed to withdraw his former plea of "not guilty," entered at his first arraignment, by order of the court, when he stood mute and entered another plea of guilty to the charge of murder in the first degree, as charged in the indictment. Judge Wood will sentence Orchard on March 13.

Orchard pleaded guilty to having killed former Governor Steunenberg by the explosion of a dynamite bomb at the side gate of his residence here early in the evening of December 30, 1895. He was arrested for the crime on Jan. 2, and in February confessed that he was hired to kill Steunenburg by Wm. S. Haywood, secretary, Charles H. Moyer, president, and Geo. A. Pettibone, honorary member of the Western Federation of Miners. Haywood and Pettibone were tried in Boise and set free. The case against Moyer was dismissed.

Judge Wood questioned Orchard as to whether he fully understood the statutes of the case what it meant for him to plead guilty and if he understood that to plead guilty to the charges in the indictment meant pleading guilty to the charge of first degree murder. Perfectly calm with no indication of emotion on his face or voice the prisoner answered that he had gone over the matter thoroughly with his attorney, and had made up his mind definitely. Judge Wood allowed the plea to be changed and set the date for sentence.

After the acquittal of Pettibone, the opinion was expressed in many quarters that if Orchard would take advantage of every legal right he might obtain his own release or a light sentence. The stand he took yesterday was a surprise to most persons and his attorney says it was entirely voluntary on his part and against the advice of many who had seen and talked with him.

STANLEY DOLLAR STRIKES NOTTINGHAM

New Steam Freighter Has Mishap Soon After Taking Water When Launched at Seattle

The new steel steam schooner Stanley Dollar, taking her first dip into the bay from the ways of the Moran Company Tuesday morning, was the means of giving a further buffet to the unlucky schooner William Nottingham. The Nottingham, which has been lying at a Seattle buoy since creeping into the harbor a couple of weeks ago after being gone over a year from port, and undergoing the ill-treatment of the four winds on the four seas, was struck by the new hull before a tug could get a line to it. The after life boat aboard the schooner was torn from its davits and additional injury was done the hull.

As the Nottingham is already aleak and has her pumps going practically all the time to prevent sinking, the extent of yesterday's damage cannot be ascertained. The accident will probably hurry her owners in putting the Nottingham in dry dock.

After striking the Nottingham a line was secured from the Stanley Dollar, and she was towed back to the Moran yard. An examination there failed to disclose any hurt to the new vessel other than that which a little paint will remedy.

Peterboro After People's Shield.

Peterboro, Ont., Mar. 11.—The Peterboro Soccer club has decided to send a team to Vancouver next month to compete for the People's Shield.

Leads Chicago Golfists.

Pinehurst, N. C., March 11.—Warren K. Wood, of the Home Wood Golf club, Chicago, led the field of thirty-six players in thirty-six hole qualification round of the annual club championship golf tournament of the local country club today with a card of 169, winning the gold medal.

OAK BAY BOAT CLUB WILL BUILD AT ONCE

Many New Members Joining Club and Prospects for Season Are Roseate

At a largely attended meeting of the members of the newly formed Oak Bay boat club last night at the Oak Bay hotel it was decided that the proposed new boat house would be immediately built and on account of the fact that the tenders that were received for its construction being exorbitantly high the management decided that day labor would be employed in its erection.

The report of finance committee was encouraging, their canvass for debentures having been of the most successful nature. The charter of the club was left open until the next meeting to enable prospective members of the club an opportunity to obtain membership by purchasing debentures and by so doing avoiding paying an entrance fee.

The committee of management were instructed to immediately place moorings in the bay in front of the site of the new boat house.

It is expected that the new clubhouse will be completed within a period of three weeks, and it will be a most pretentious affair. It will cost in the neighbourhood of $1,500, while another $500 will be expended in the purchase of boats. Plans and specifications have all been prepared and are now in the hands of the committee.

Everything points to the success of the club being assured, all of the new members are most enthusiastic over the outlook and it is probable that a large membership will be enrolled before the charter is closed. The location of the new club house is ideal and the management state that the prospects for the initial season are of the brightest nature.

Heresy Charges Dismissed

Topeka, Kansas, Mar. 11.—At the annual Kansas Methodist conference, in session here, charges of heresy were preferred against Dr. J. T. McFarland, a former pastor of the First Methodist church of Topeka, and now editor of the official Sunday school publication of the Methodist church of America, published in New York. Dr. Cooke made the complaint. He declared that Dr. McFarland had been preaching and disseminating false doctrines. Dr. McFarland was exonerated. Dr. Cooke is the minister who recently filed charges against Chancellor Day, of the Syracuse university.

Served in Rebellion of '37

Barrie, Ont. March 11.—Eudene Smith, who served in the rebellion of 1837 died here today, at the age of 104 years. His sight and hearing and mental and physical health were good until two weeks before his death.

Injured by a Train

London, Ont., March 11.—Miss Fewings, daughter of the late chief of police of St. Thomas, was struck by a train here yesterday at the station and dragged forty feet. She was terribly injured and her recovery is doubtful.

Londoners Take Alarm.

London, March 10.—The recent disaster in the Cleveland school was mentioned before the meeting of the London County Council this afternoon by Walter Reynolds, who moved the adjournment of the debate in order that a similar danger, which he said threatened the scholars of London, might be discussed.

VANCOUVER INVITES BATTLESHIP FLEET

Meeting Proposed to Have the Vessels Visit Harbor on First of July

Vancouver, March 11.—It was enthusiastically decided at a meeting of delegates representing all the civic and municipal organizations bordering on the Inlet, held at the city hall last night, that an invitation should be extended to the United States fleet, now on the Pacific coast, to visit the local harbor on Dominion Day, and the steps for the proper extending of the invitation were taken by unanimous vote.

The feeling of the delegates was that the occasion was of far wider significance than might at first appear, inasmuch as it would be the first time that an American fleet of the magnitude of Admiral Evans' command had ever visited Canadian waters. Under these circumstances it was thought that the affair was of a national character, and both the Dominion and provincial authorities should participate in the event. This sentiment was expressed by Councillor McNaught of North Vancouver municipality, who presented a resolution to the effect in general form. A committee consisting of Councillor McNaught, Reeve Howe, Ald. Prescott and Capt. Hart McHarg then retired and prepared the following formal resolution:

"At a meeting of representatives of the city of Vancouver and all the municipalities bordering on Burrard Inlet, held in the council chamber, city hall, Vancouver, British Columbia, March 10, with the mayor of Vancouver in the chair, it was resolved that the Dominion government be asked to extend through the proper channels an invitation to Admiral Evans and the American fleet to visit the port of Vancouver, British Columbia, on July 1 and 2 next, or on such other date as will be convenient to the American naval department, and that as the reception should be of a national character, that His Excellency, the Governor-General, be asked to come to the city of Vancouver to welcome Admiral Evans in the name of the Dominion of Canada, and that the Dominion government place such sum at the disposal of the reception committee as will be sufficient to properly entertain Admiral Evans and his fleet on the occasion of such visit."

The unanimous endorsement of the resolution directed that copies of the measure be sent to Senator Templeman and the provincial members of the Dominion house with a request that all possible pressure be exercised to attain a successful issue of the action. A wire was also ordered to be sent to R. G. Macpherson, M. P., immediately after the meeting, apprising him of the action. Notice of the action of the meeting will be forwarded to the provincial authorities.

The sentiments expressed in the general discussion of the question before the resolution was introduced, ranged over a wide field. It was represented that the visit of the American fleet on the waters of the British possessions on the Pacific was most timely at this juncture in order that the Orient might see that there was a united feeling between the Anglo-Saxon races of this continent. The British alliance with Japan came in for some hard digs, the true position of affairs being stated to be the union of the white races against the invasion of the yellow

Some delegates thought that the expenses incident to the reception should be considered before the invitation was extended. The general opinion, however, was that if it was possible to secure the attendance of the fleet, the matter of expense would be met without difficulty. The suggestion that the invitation come from the Dominion placed the financial side of the question out of the field of discussion until the Ottawa authorities were heard from, though every representative present stated that the interests represented would assist in the movement to the limit of their ability.

Mr. Allen of the American Club stated that the fleet would assemble in Puget Sound some time during June. It was probable that a division of the vessels would be made among the Pacific coast cities for the Fourth of July celebrations at the respective points, and the local committee was advised to open up correspondence with the Seattle authorities to find out its plans for that day, and co-operate with its authorities so that the same division of the fleet might be sent here for Dominion Day.

Nova Scotia Has Deficit.

Halifax, March 10.—Financial returns brought down in the Legislature today, show a revenue of $1,437,066, compared with an expenditure of $1,538,168. This is the first deficit in several years, and is largely due to the decrease in coal royalties.

Golf Champion for Spokane.

Spokane, Wash., March 11.—Guy D. Thomas, golf champion of the Omaha Field club and holder of several titles as champion in sports in the Missouri valley, has come to Spokane as travelling freight agent of the Burlington system, and will become identified with the Spokane Country club, the Spokane Amateur Athletic association and several other organizations.

Oklahoma Republicans

Oklahama City, Okla., March 11.—Instructions to vote for any proposition favorable to the candidacy of Wm. H. Taft for the presidency, the state Republican convention today elected delegates at large to the Chicago convention. The resolutions endorse President Roosevelt's administration, and recommend a reduction of the representation in congress and in the electoral college of states, which disfranchises negroes. A resolution pledging the party to an early re-submission of the prohibition question was overwhelmingly defeated.

U. S. Navy Defects

Washington, March 11.—Commander A. L. Key, former naval aide to President Roosevelt, in testifying before the naval affairs committee today produced diagrams tending to show that American vessels are over draft to a greater degree than the English ships. His observations in regard to the draft of vessels were that the decision of the Walker board, of May 18, 1896, that a battleship's normal draft should be her fighting draft, not her maximum draft, with full stores on board, had been disregarded by the naval constructors. Commander Key said that the United States is the only country in the world that has hung on to a type of hoist which does not isolate the handling room from the guns.