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E man said, "I buy Fit-Reform Suits ise I can depend on. being in good and holding their " Another man "What I want in a good, honest wear. it in Fit-Reform".

hether YOU buy oks or wear, you oth when you buy Reform garments. us show you the styles in Suits at \$20 and \$22.

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rman ship Chile and the ark Balmoral, which sall-the West coast port a week a the Osborne, reached the veral days ago. Under cabian ship Chile and the from London a tughoat was d to sea from Cape Flattery prose, if possible, of inter-nd hastening the arrival of

erage shoe firm of 1905 em-4 persons, against 39 for the irm of 1900.

ned a union of the journey-he city, the chief object of to fight against night work.

ociation of retail liquor deal-an Francisco, known as the of the Royal Arch, was asked by the labor council to con-quest to dispense with Asia-

nerican Federation of Labor secting in Washington, D.C., o further the union label. The advertise them more ex-

, etc. House committee on labo g a report on the Gardner orce observance of the eight-in all government work. It d that a majority will report

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s made was that the tota day off was by organion through legislative

CHINESE BOYCOTTING JAPANESE STEAMERS

Flour, Wheat and Condensed Milk Shipments Withheld From Japanese Liners

The steamer Aki maru, which sails on Tuesday for the Orient, will be affected by the boycott begun by the holoal Chinese against Japanese vessels. The hocal Chinese have not yet taken action, having decided at a meeting called to consider the matter to wait for the other settlements of Chinese on this coast to take action, it being determined that whatever was done locally would be in accord with the action taken at Seattle, San Francisco and other Pacific coast ports. The Chinese boycott of the Nippon Ydsen kaisha transpacific steamships operating between Puget sound and Hongakong is now practically complete, according to Seattle advices. Very few shipments of flour, provisions or other general merchandise consigned to Chinese merchants at Hongkong are made

Engineer Killed.

Kenora, Ont., April 10.—At McGillan, a few miles east of here, last might be well be affected by the boycott begun by the might the engine of No. 97, westbound, struck and fallen on the track in a rock cut, and struck a large boulder that had fallen on the track in a rock cut, and struck a large boulder that had fallen on the track in a rock cut, and was completelly overturned. Engineer George Love was fatally but: divisional engineer of the G. T. P. between. Saskatoon and Edmonton, arrived in the city this morning. Mr Jones Intends making Edmonton his struction work, or at least the grading is finished on the line for 200 miles west of Saskatoon, as far as the track. Engineer Love leaves a wife scratches. The passenger coaches and miles west of Saskatoon, as far as the track. Engineer Love leaves a wife scratches. The passenger coaches and miles west of Saskatoon and Edmonton, arrived in the City this morning. Mr Jones has a this city. Content to save himself, sustained a few scratches. The passenger coaches and miles west of Saskatoon and Edmonton, as far as the city this morning. Mr Jones has a far as this city. Content to save himself, sustained a few scratches. The passenger coaches and miles west of Saskatoon and Edmonton, as far as contained that whatever was done of the control to being determined that whatever was done of the control of th

New York Fears for Supremacy When Next Development of Atlantic Travel Takes Place FOR NEWFOUNDLAN

STORNEY TOWNS AND THE PROPERTY PROPERTY OF THE PROPERTY P

oped trade for two or three good ocean lines. Newfoundland, with less than 300,000 of an isolated population, cannot be considered within the bounds of possibility as a transatlantic terminal. Geographically the Newfoundland short line idea is all right, as was also the Blacksod Bay scheme; but commercially the demand for direct flotation between the greatest ports must continue to overshadow all other considerations.

ON G. T. PAGIF

Engineer Killed.

FOR NEWFOUNDLAND

ON G. T. PACIFIC

Edmonton

SEAL HUNTERS ARE **EXPECTED TO REPORT**

"CIGARS AND WHISKEY" COLLISION OCCURRED Item Figuring in Expense Acquirt Georgian Bay Fisheries In-vestigators

tem Figures in Sergents Asequant of Georgian Bay Sinderies late.

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Zealand shipping laws only white men are allowed to be carried on vessels trading to Antipodean ports.

Before coming here the Indravelli got rid of most of her Chinese, and reached port with only eight. These were the kitchen staff and the carpenter, they were taken charge of by the Dominion authorities and conveyed under guard to the Empress of China, upon which vessel they will sail for home on Tuesday upon the arrival of the Overseas mail.

The Indravelli will sail for Sydney and way ports tomorrow. The Den of Ruthven is the next vessel due for this run, and she was to have left Sydney yesterday.

ARTHUR SEWALL WAS

BURNED AT SEA

Wissing Ship With Coal for Seattle from Philadelphia

A report has crawled in that the American ship Arthur Sewall, laden with coal for Sydney Philadelphia

A report has crawled in that the American ship Arthur Sewall, laden with coal for Seattle from Philadelphia, was burned at sea, near Cape Horn and 23 of her crew perished. Three survived. Strangely, although the survivors were landed at Newcastle, Australia, many months ago, the report just telegraphed from Philadelphia is the first intimation of the disaster. A despatch from Philadelphia under yesterday's date says. "Authentic information to show that the ship Arthur Sewall, which sailed phila under yesterday's date says.

"Authentic information to show that the ship Arthur Sewall, which sailed form this port for Seattle on April 3, 1907, with a cargo of coal, was burned at sea was brought here today by George Baker, one of the crew. Baker, who is a Hawaiian, with Charles Dixon and Second Mate Feinberg, are, so far as known, the only survivors. Baker came here from New York, where he arrived yesterday on the German Lloyd steamship Kron Prinzsesin Cecilie. He says the Sewall was burned shortly after rounding Cape Horn. The coal was fired apparently by spontaneous combustion. The ship was in command of Capt. Gaffey, and carried a crew of twenty-six men. Baker says that on the night of September 8 flames broke out in the hold of the vessel, and that Capt. Gaffey ordered the small, boats lowered.

While the starboard host was loved.

red. While the starboard boat was lowerwhile the starboard boat was loveled by Second Mate Weinberg, assisted by Baker and Dixon, the fastenings broke and the boat with its three ocbroke and the boat with its three oc-cuplents drifted to the southward in the darkness. As long as the three men could see, the fire grew brighter and there is little doubt that in a short time the vessel was destroyed and the remainder of the crew lost:

For two days the small boat drifted about on the ocean, no one knew where, the craft being without a com-pass or sail. On the third day a Nor-

pass or sail. On the third day a pass or sail. On the third day a Nor-wegian bark, supposed to have been the Sydenham, bound from Calko to Newcastle, N.S.W., was sighted and she picked up the three men. After a forty-five days' passage the bark reached Newcastle. Baker proceeded to Bremen and secured employment to Bremen and secured employment on the North German Lloyd steamship Kron Prinzessin Cecilie. On the vessel's arrival at New York Baker came to Philadelphia

Baker was taken before United States Shipping Commissioner Smith, who confirmed his statements by documentary evidence in the possession of the office.

The Sydenham is now at Arica on the west coast of South America, where she arrived March 2 from New-castle, having left the Australian port

castie, having left the Australian port in December.

A similar belated report was received regarding a burning ship seen in July last by the German bark. Anny off Masa Feura, several hundred miles from the Chillan coast. In December the news of this reached Lendon from Valparaiso, and it was believed the vessel seen on fire was the missing ship Silberhorn, which left Newcastle in June last for Pisagua. Some months ago the steamer Raphael, bound from Callao for Liverpool, put into Montevideo and reported that fires had been sighted on Straggler's island, near Cape Horn, which were believed to be signals from castaways from the missing Arthur Sewall