# VICTORIA AS

Winnipeg Merchant Says This City Should Go After Government Elevator-Natural Outlet for Prairie Wheat

"What Victoria wants to do is to wake up and realize its possibilities as a grain cen ... Don't wait for the completion of the Panama canal. By that time other places more advantageously equipped at the present time will have established their connections and you will find it hard to compete. Get right in now by asking the Dominion gov ernment to establish in the city of Vic toria the elevator that they have promised to build somewhere for the purpose of trying out the government ownership theory. Your geographica position gives you a great advantage over any other port in the Dominion, as the shortest routes to the world's grea wheat markets are more easily reached om here than from any other port of export in Canada, but-and it is a large but'-you must get busy at once.

son, one of the leading grain men of Winnipeg, whose long and intimate connection with milling authorises him to speak with confidence on the sub-

Mr. Paterson has been associated with the grain business since 1877, and his knowledge is the result of experience as well as study. Even at that early period in the development of the grain industry of Canada Mr. Paterson oresaw that the Pacific Coast was the natural outlet for the wheat product of the prairie country. In the year 1885 tion. At that time the C.P.R. was no built into Vancouver; in fact it was thought for a time that it never would be able to negotiate the Rocky Moun tains, and that wheat would ever be brought over was a dream monopolize by a few people with imaginative minds low, however," says Mr. Paterson, "It is just as great a dream that it wil ever be carried east by reil. So difficult are the connections that only a very small portion of the wheat produc travels to the Atlantic seaboard by rail, the remainder making the trip by the lake steamers from Fort William going over the line to Duluth and Minneapolis. There are only about a hundred cars a day sent east by rail, which represents one-seventh of the total output.

Southern Bouting

"Until this year wheat has always gone east, but it is safe to say that thi year from fifteen to twenty-five million bushels will go south as a result of the congestion on the eastern lines. Now is the time for British Columbia to jump in and corral a portion of the export trade of the wheat production It will be foolish to wait for the com pletion of the Panama canal. The longe you wait the longer you will allow th wheat to go south and over the American lines and once a route is firml established it is not so very easy to alter it. At the present time, which is the first in many years we are sellin large quantities of wheat in Buffalo, which is in direct line of transit for export. The same thing can be done right here on the coast by sending wheat to San Francisco for export. The merchants down there have a trade with the Orient and there is no reason in the world why we should not share in it. They want our wheat because it is better than theirs; they have a soft production, ours is a hard one, and the whereas ours is a nart one, and blend of the two would undoubtedly improve the American product. I have not the slightest doubt that they would take it in large quantities. Another consideration is that we can sell it cheaper than they can. "Of course people imagine that Liver

pool is the centre of the universe so far as wheat is concerned. Now, as a natter of fact, it is not, We ourselves although the most of our production goes to Liverpool, can produce far morthan that market can stand, and it is our business to find new markets. Why uld we not turn our attention to the Orient? We have the grain and over here is probably the createst market in the world. To establish a connection Victoria would of course become a great milling centre. Is not that a desirable thing? I tell you it is not only lesirable, but it is inevitable, not that Victoria must figure in it-for that is a matter for Victorians to decide by the action they take now-but that the trade of the Orient must be connected with the Pacific seaboard of Canada. Must Have Elevators

"That Victoria is the best suited place on the coast to occupy that role is my firm conviction, but it rests sole ly with herself whether she will or no You cannot have the grain unless you have the elevators, and I strongly advise you to petition the government have the trial elevator erected here. They don't want it at Fort William be cause it will interfere with the vested interests there, but here where you have competition in elevators, and wher you need it most, and where also it uld be most useful, it would not in terfere with anything. Get the elevator at once and you will marvel at the trade that will come to your port as a consequence. I can say advisedly that you would get as much as a hundred cars a day to handle—and that is just as ich as they get on the eastern lines after years of experience.

would strongly recommend that business men of the city should get together and consider the question of securing that elevator for the city of Victoria. If the foundation for the alevator was in readiness now the elevator itself could be built and equipped and ready for operation by of October with a capacity of one million bushels, and would be in a position to cut into the trade that will otherwise be held by the Americans in shipping the wheat south. If such an

stated—and if the project is hand seriously, there is no reason in the world why it should not be a great portion of the Canadian wheat would come out west. The farmers would ship it on the chance of finding a market. They cannot get it out east and they do not care about the ides of sending it south. Even if rail connection east extended to the Atlantic coast they could only hand about 300 cars a day, and as the product of the prairies is growing more and more every year the idea of shipping it all in that direction becomes more and more impossible. To give you an idea of the situation that is facing the farmer of Canada I can tell you that at the present time there are sixty million bushels lying in the eleavtors in the interior.

An Elevator Inspection "Wheat will come this way if the people just have the good sense to build an elevator, or have the government establish one here. You have the elevator or you are out of the trade. Where the elevator is, there you will find the wheat. And I really cannot see how we are going to get all the wheat to the coast if B. C. does not come to the rescue. Last year we were chocked up for months with production of 180,000,000 bushels; this year, if the present prospects are realized, we will produce 250,000,000 bushels. There is a little wheat that comes through here at the present time but it is nothing to speak of, and it never will be anything to speak of un-less you establish an elevator. Wheat must be handled in bulk; otherwise it will not pay. The stuff that comes here is sacked, but so long as that rule pre vails there will be no wheat trade this way, for there is nothing in the business for the farmer if he has to sack the wheat. The profits of the wheat industry lie in the fact that it can be handled in great bulk. Your elevator must hold enough to load a vessel. At Fort William we run a vessel up to take on a load of 300,000 bushels, and t is all over in two hours. That seems incredible but it is true. By sacking it you could not load that amount in two weeks, and it, is out of the question to think about a wheat trade along these primitive lines. You can't keep a vessel waiting, and consequently anything that will save time is of the greatest value, and it is because the elevators are the greatest of time savers that

they are so necessary.
"There is another point I would like to make in connection with the idea of Victoria as a port of export for the wheat of the prairies. The rallway cars are always in great demand and their speedy return to the distributing centre is imperative: otherwise there will be a blockade. Therefore the best policy to adopt is to run the cars to the point on the coast where the naviwater will shorten the route. that is where the navigable water comes well inland. I would mention that on the Pacific coast Pitt river is the most suitable place.

"Between Pitt rievr and the city of Victoria a barge service could easily be established for the purpose of bringing the wheat over to the island for transhipment. Barges of from 800 to 1,000 tons would serve the purpose admirably. They save the time of the cars and also the expense of railway construction. One day's run would connect the two points. The C. P. R. want their cars back as quickly as pos sible, and with a barge service to Victoria from the mainland there would be no difficulty about that matter. A fleet of ten barges would turn the whole trick. What they could bring over would be sufficient to load a fairly good sized vessel, and as they could all come on the same day there would be no delay involved for the vessel."

After outlining his plan for the es-

tablishment of Victoria as a grain tributing centre Mr. Paterson stated that there was some dissatisfaction at Fort William on account of the elevators being in the hands of American capitalists, and that it was as a result of that dissatisfaction that the government had been approached with a view to building an elevator some-where in the Dominion for the purpose of testing the government ownership idea. Mr. Paterson expressed himself as heartily in fevor of the idea, pointing out that under the present system the farmer never knew whether he was fairly treated or not. In regard to the building of the elevator here he stated that they had all the materials here and that therefore there would be no difficulty about the matter. They could build it as cheaply as anywhere else.

## RUNNING FIGHT

Two of Fugitives from Nebraska Penitentiary Are Killed and Third Captured After Dramatic Chase

OMAHA, Neb., March 18 .- Two of the convicts, John Dowd and John Taylor, alias "Shorty" Gray, who escaped last Thursday from the state penitentiary at Lincoln, and Roy Blunt, an innocent victim of the murderous attempt to secure liberty are dead as the result of an exciting battle between the bandits and officers this afternoon. Charles Morley, the third member of the trio, which escaped from the state penitentiary, after killing three officials of that institution saved his life by surrendering after a running battle over two and a half

miles of country. The three convicts were within striking distance of the goal which they hoped might secure their safety when the final desperate struggle for liberty occurred. They had covered the stretch from Lincoln to within ten miles of the Omaha limits, where they expected to receive the protection of friends. Early in the day the telephone operator at Gretna, about 15 miles south of here, gave notice of the presence in that vicinity of the deselevator was ready at the time I have out several posses, one from Omaha perate men. This message brought

composed of detectives and police offi-cers, another composed of Sheriff Mc-Shane and deputies of this county, a third made up of Sheriff Hyers and deputies from Lincoln. Sheriff Chase of Sharp county and his deputies also were within striking distance, and South Omaha sent two posses under Chief of Police Briggs. The Gretna company of militia were early on the scene. Chief Briggs, of South Omaha, and his deputy, J. C. Trouton, were leaders in the party which finally van-quished the three convicts. Briggs left Omaha on a special train with several police officers. They learned that the men had broken into a store at Murdock, between here and Lincoln, and itolen guns, ammunition and clothing. It was learned that the men were of stolen guns, am their way north with Albright, a sub-urb, as their destination. Chief Briggs was joined by Sheriff Chase and Sheriff Hyers of Lincoln. The pursue were driven in wagons. Three miles out of Springfield the posses learned that the convicts had forced James Blunt and his wife, parents of the murdered man, to give them breakfast and furnish a team and wagon with which they hoped to escape to Albright. Every man in the pursuing party was armed with a rifle or revolver. The rural telephone played its part in the chase, and the pursuers were to learn from homes along the route of the progress of the fugitives.

Exciting Chase Eight miles from nere the officers came upon the vehicle carrying the convicts. Young Blunt was forced to lash his horses into a run, but the officers kept up the chase until they were within a few hundred yards. Ther Chief Briggs' driver, who led the rest of the party, balked and refused to drive further. Briggs himself grasped the reins and lashed the horses into a gallop. When they were within a few hundred yards Briggs and Trouton opened fire. From that time until Morley surrendered it was a dashing fight over three miles of rough road. The convicts were armed with shot-guns and revolvers. The shot came rattling into the faces of the prisoners, while revolver bullets were spent in the snowdrifts beside the road. Finally there was a halt when your

Finally there was a halt when young Blunt toppled back into the wagon, the victim of a builet. Chief Briggs jumped from the buggy and with deliberate aim fired at the men in the wagon. Meanwhile other members of the posse came up and joined in the fusilade, John Dowd was next to fall. It was at first reported he had shot himself, but Chief Briggs believes that he was struck by a bullet from the he was struck by a bullet from the posse. Convict Morley still asserts, wever, that Dowd fired into his own brain the bullet that ended his life. Next Taylor fell and then Charles Morey, the third convict, threw up his

Not knowing just what had hap-pened, Briggs demanded of Morley the surrender of the other men in the

'They are all dead," said Morley. Briggs went to the wagen, taking Morley with him, and found the three lifeless bodies. Sheriff Heyers of Lincoln took Morley to Lincoln on an afternoon train.

In the battle Briggs and Trouton received several slight flesh wounds.

Blunt was 22 years old and had been married only two months. His young widew was prostrated when his body was returned to the family nome by his brother.

#### PRINCESS CHARLOTTE MAKES A RESCUE

C. P. Z. Steamer Picked Up a Man Who Had Been Adrift Without Oars in Skill For Many Hours

The steamer Princess, Charlotte res cued a half-unconscious man, who had been adrift in Puget sound in a skiff without cars for nine hours on Sunday morning during the gale. The rescued man, Daniel McVey, a mechanic who lives on Vasion island, was sighted m the Princess Charlotte lying in his open skiff at 7 a. m. on Sunday morning when the Princess Charlotte was off Four Mile rock on her way to Seattle. The launch Salmon Bay car along about the same time and also went to the rescue, having picked up the almost unconscious man when a lifeboat was being lowered from the Princess Charlotte. The C. P. R. steamer's boat took McVey on board and he was taken to Seattle. The steamer was delayed an hour as a result of the rescue. McVey was taken to the hospital Seattle and did not recover until late in the day.

According to the story told by the

rescued man he was set adrift without oars in the skiff by a man he knows only as "Nick." After spending the night with this man it was agreed that they would row to Vashon island in a skiff. Mc-Vey climbed into the boat, Nick put his parcels in, and McVey says he shoved the boat into deep water, where was cast adrift without oars.

McVey says he thought it a joke of his friend, and that he would put out after him, but Nick disappeared in the darkness and McVey busied himself darkness and McVey busied himself with the task of keeping the boat affoat. "I am enough of a seaman," he said, "to fear nothing so long as I could keep the boat from capsizing. But the seas were running high and she shipped some water after every big wave. I lost all count of time and distance, but I soon sighted the white and red flash of the West Point light.

Water Overturns Boat "By this time the boat was half full of water. A big wave suddenly capsized the boat, and I was in the ice cold water, clinging to the bottom of the craft. I kept affoat by swimming and pushing the boat, but my limbs became numb. I sighted an auxiliary fishing vessel outbound about half a mile away, and I called to her at the top of my voice, but got no response. She didn't even slacken her speed, and I guess they didn't hear me This, I should judge, was about 3 o'clock in the morning. I somehow lost consciousness and remember no more until I came to on this hospital

"I know of no motive for Nick's act," said McVey, "further than that he had found out about a good job I had in Alaska, and wanted to get it. We quarreled last summer, but I thought he had forgotten the incident."

Minimum Wage Bill to be Introduced by Government this Week Provides Solution for

LONDON, March 18 .- The prospect that the coal strike will come to an end within a week is improving. It is learned that the government bill provides for the settlement of this par-ticular strike, and does not lay down he law with regard to future strikes In consideration of the fact that all the parties to the issue have been consulted in drafting the measure, it is reasonable to hope that it will pass the various stages within the time stipu-lated by the premier, in which case it s believed the men may return to work on Monday.

The prime minister announced in the

house today that the government would endeavor to enact the minimum wage bill by the end of the week.

It was learned tonight on good authority that the bill would be a short measure, leaving to the district committee the contract of the mittee the settlement of the amount of minimum wage, and of the question of employers' safeguards. No provis-ion will be made for the compulsory power to enforce the minimum or pen-alties on either employers or the men for breaking a contract.

The Labor party tonight adopted a resolution not to oppose the bill and the Nationalist whip issued an urgent request for the attendance of the Redmonites to support the meas-

The price of coal had a smart advance in London today. Some minor disorders have occurred in Lanark-shire and Lancashire. At Middlesex the dockers refused today to unload a

### COST OF BRIDGE OVER COLUMBIA

Mr. W. W. Foster Explains De tailed Amounts Paid Out by Government - Mattressing of River Bank

expressed by Mr. W. W. Foster, deputy minister of public works, upon his re-turn to Victoria from the mainland, when shown the article in the local Liberal organ of last Friday, in which the endeavor was made to show that the cost of the trans-Columbia bridge had, through official incompetence or blundering, very greatly exceeded the estimate for that undertaking. Dealing with the emblect of the cost of the trans-Columbia bridge had, through official incompetence or blundering, very greatly exceeded the estimate for that undertaking. Dealing with the emblect of the cost of the co ing with the subject matter of the article, Mr. Foster contented himself with a mere business man's review of the outstanding facts. The contract for this bridge was originally let for \$50,-327.38, consisting of construction pro per \$43,500, and ironwork \$7,327.38.

Extras in connection with the build-ing amounted to \$5,135,33, these consisting of \$6,410.56, representing the cost of building 528 feet of approach in substitution for an earth fill of that length terial over local, the latter not being available, although figured on in the preparation of the original estimate. In addition, the sum of \$86,218.20 was paid Messrs, Gillett and McDonald for mattressing the river bank and riprapping the bridge piers. This amount of 336,218.20 could not by any process of argument be legitimately counted as part of the cost of the bridge; the mattressing and riprapping having nothing whatever to do with the bridge proper, and such works only being undertaken by the provincial authority, under the policy of the department of public works when found absolutely necessary to assure the security and stability of public works and protect them from extraneous causes of injury.

Changes in Biver Bed The change in regard to the approaches is also very easily explained, and in the explanation no possible discredit to the provincial authorities can attach. Upon his first investigation Mr. Gamble was of the opinion that earth fills could be made to connect with the bridge. Subsequently, owing to changes in its bed for which the Columbia river is notorious, it was found that the earth fill would not make a safe approach, and an additional contract had necessarily to be let for ap-This change and the cost incidental

it will therefore be seen, arose solel, through the river being diverted from its original channel and—to seek a primary cause—this diversion in large neasure occurred through the river veing turned from its original course by a wing dam erected by the Dominion government at a cost of little less than quarter of a million dollars, to protect certain of the streets of the city of Revelstoke from erosion. work of the Dominion's continued over five or six years, \$26,900, \$36,000, and \$32,000 being expended in the three years 1907-1908-1909, with even larger subsequent disbursements.

The charging of the extra costs of the protection of piers and of the change methods of approach to the cos of the bridge itself, as proposed by the Times is, therefore, quite irrational, ording to the statements of Mr Foster.

Realth Conditions in Alaska WASHINGTON, March 18.-Alarming eports of the health conditions in Alaska have caused Secretary Macveagh

to order Assistant Surgeon Emil Krul-ish of the public health service to conduct a modern campaign in sanitation and hygiene in that territory.

**PENNSYLVANIA COLLIERIES** Apprehension of Strike Is Relieved by

SCRANTON, Pa., March 18 .- Two statements made here today tend to re-lieve considerably local apprehension of a coal strike. John T. Demsey, president of the district No, 1 of the United Mine Workers, said: "We are willing and anxious to meet the operators to discuss this matter of a wage Dramatic Reunion

FRESNO, Cal., March 18 .- There was a joyful reunion in the county almshouse today, when Mrs. Lucy Sturgeon an aged inmate, was visited by her daughter, Mrs. Sarah Cornwall of Portland, Oregon, whom she had not seen for thirty-six years, and whom she had believed dead for 30 years. Mrs. wall had believed her mother dead for 31 years. The meeting was brought about by the merest chance. The daugher, who had located in Oregon, read that her mother had been burned to death in a fire that destroyed her Stock on, Cal., home. Soon after Mrs. Sturgeon recieved news that her daughter had been killed in a runaway accident. Coming to Stockton a few days ago, the daughter learned that her mother

#### INCREASED OUTPUT

Production at Collieries of South Wel-lington and Sequesh to Reach 3,000 Tons Per Day

Reorganization of the Pacific Coast ollieries Eimited, proprietors of so. thousands of acres of coal lands South Wellington and Soquash has just been effected by Mr. C. P. Hill, formery president of the Hillcrest Collieries Hillcrest, Alta. The capitalization will be advanced from \$3,000,000 to \$6,000,000 and it is proposed to instal plants capable of bringing the producion up to a maixmum of 3,000 tons p Mr. Hill will go on the board of the reorganized company as vice-president, the president being Mr. C. C. er of this city. The company's present output at South Wellington and Soquash amounts to between seven and nine hundred tons of coal per day.

### WINNIPEG'S RAILWAY

Electric Road Taken Over by New York Financiers at Cost of \$30,-000,000

WINNIPEG, Man., March 18.—Joseph Choate, Jr., of New York, and J. Pier pont Morgan's representatives arrived in Winnipeg this afternoon to take over the Winnipeg electric rallroad and its interests at a cost of \$30,000,000.

Tacoma's Telephone Pranchise

TACOMA, March 18.—An ordinance declaring forfeited the franchise of the home telephone companies of Puget Sound now held by the Sunset Telephone and Telegraph company, was filed with the city clerk today by City Attorney Stiles. It will be introduced at Wed lesday's session of the city con and seems certain to be passed. Th ordinance bears the name of Mayor Sey-

#### FIGHTING AT CANTON

Over 1,500 Victims of Outbreak man Consulate at Swatow Is Burned

HONGKONG, March 19.-Latest ad vices from Swatow, which has been the scene of serious fighting during the last week, say that the German consulate has been burned. Two gunboats have arrived there. More than 1,500 persons have been killed at Canton and while the country is calmer, the outbreak is expected to be renewed at any time

The bandit chief Luk, addressing meeting of merchants said that if the people's army failed to secure victor over the government it would shell Sha-Meen, the foreign quarter, in order to bring about foreign intervention.

### MOTOR BOAT RACES

England Will Be Well Represented Next Summer's Harmsworth Trophy Contests

NEW YORK, March 19 .- England will he represented by a full team of three motor boats in the races next summer for the Harmsworth international trophy. The boats selected are all hy-droplanes owned by Dan Hanbury, Mackay Edgar and the Marquis of Anglesy. The most powerful engines of the trie are in the Edgar boat, which is rated at 600 horse-power. Just what sort of a craft the chief

American challenger will be has not yet been determined, but it is expected that a new boat of the Dixie type will be put in the field. The designers will direct their efforts to obtain a craft of the greatest possible reliability

#### MONEY IN SMALL FRUITS Chilliwack Valley to Be the Berry Patch of British Columbia

The Provincial Horticulturist, Mr. R. M. Winslow, has just returned from an interesting visit to Chilliwack and other parts of the Fraser valley, where he was both surprised and graftlled to note the marked awakening of interest in the cultivation of small fruits. Large acreages have this year been planted to both raspberries and blackberries—for both of which conditions are peculiarly favorable—and within two or three years berry growing will attain recognition as one of the distinctive and flourishing industries of this part of the valley.

This is especially well pleasing to Mr. Winslow, as it is a result for which he has long been building, and he may look upon the prevailing activity as significant that his missionary work is at least (and with no intentionally pumning) bearing good fruit.

The stimulation of the present movement

The stimulation of the present movement in small fruit-growing in and about Chilliwack is largely to be credited to the visit of Senator Fauthanus of Puyallup during the late convention of the Provincial Fruit Growers: Association, upon which occasion the distinguished visitor pointed out most

clearly the advantageous results obtained by scientific attention to enaily fruit growing in his own dispite, his turn-over last year from raspowries and blackberries (with a few logans as a side line) being approximately half a million dollars. So interested were the Chillwack growers in what Senator Paulianus had to tell them that shortly after the convention a deputation from the valley visited. Puyallup, where the politician-fruit-grower, was most indefatigable in their entertainment. They investigated fully the methods adopted by the Puyallup growers—the distribution system—the attitude of the bankers—the cannery question, etc., returning to their homes enthusiastic and at once enterling upon a comprehensive planting programme.

Conditions are such that the Chilliwack cannery will, for some time at least, absorb their entire product.

#### FEDERALS SURRENDER

Rebel Army Pighting Against Porces of President Madero Gain Victory

CHIHUAHUA, March 19.—Rather than acrifice more lives in the unequal contest, Major Adolfo Ramirez commanding the detachment of federals near Raca, which twice has fought the rebel forces under Colonel Roque Gomez, surrendered yesterday. The prisoners include Capts. Jose Granades, Juan Monroy, Alfonzo Carrillo Galindo and Jose R. Rangel, Ildefonso Saldana and Margarito Blanco, Lieutenants Francisco Velez and Antonio Sanchez and 137 men. It is expected the rebel army will pass on to Parral tonight or tomorrow.

Olinaga is the next port of entry for which the rebel army will fight. To General Antonio Rojas, lately released from command at Juarez by Col. Pascual

Orozco, father of the general in command will be given the responsibility of attacking and wresting the town from Col. Jose De La. Gruz Sanchez. Rojas will head at least 500 men. Yesterday morning the remnant of the forces that evacuated Santa Rosalia and Jiminez upon the advance of General Inez Salaza's column, surrendered.

General Salazar was ordered to send the captured officers and men to Chihuahua. Orozco-said that they would be given an opportunity to join the rebel army, but that no attempt would be made to coerce them. Plot of Assassination

ROME, March 19.—Rumors of the iscovery of a plot to assassinate King Victor Emmanuel, which involves Anton:) Calba, the couthful anarchist also fired three shots at the king on Thurs day, are many. Nothing has been coverled so far to indicate that Daiba had any outside connections.

Logting of U. S. Bank

LOS ANGELES, March 19 .- The federal grand jury began its investigation today of the looting of the American National Bank of Pomona, of which in-stitution Earl Standard, a former bookkeeper, is under arrest charged with embezzling \$149,000. Only one witness was heard, an accountant, who examined the books of the bank after Standard's alleged shortage was discovered. The jury adjourned until next Friday morn-

#### RISKED LIVES TO SAVE THEIR VESSEL

Pisherman of Schooner Victor and Ethan Swam to Shore With Lines at Magellan Strait

With her provisions exhausted, only a small quantity of mouldy flour in her larder and a member of her crew in a dying condition, the little fishing power schooner Victor and Ethan arrived in Seattle yesterday morning, 132 days

The vessel brought twelve hardy Gloucester fishermen, who will man her in the halibut fishing trade in the North Pacific, opeating out of Seattle.

The Victor and Ethan had an eventful

oyage. After a rough passage down the Atlantic coast, she encountered a severe storm off the entrance to Strait of Magellan. For twelve days she was hove to, battling with w and wave, and in grave danger of being driven to sea.

Both of her anchors had been

dropped, but they failed to find bottom, and the situation was desperate Carrying lines, two of the hardy crew swam ashore, and, after fighting their way through the surf, made them fast to trees and prevented the loss of the little schooner in the storm. The Victor and Ethan touched at

only one port on her 15,000-mile voyage from Boston, at Punta Arenas, in the Strait of Magellan, which she reached 51 days from Boston. She required 70 days in reaching Puget Sound. During all of that time her crew had not been ashore and she had no opportunity to replenish her sup-

One of the members of the crew had sen stricken with paralysis, and is in a dying condition. A physician was despatched to the Victor and Ethan in a launch and went with the vessel to Port Townsend, whither she was despatched to pass quarantine.

The schooner is owner by Capt. Her-pert W. Nickerson, of Malden, Mass. who came to Seattle by train to meet her. She is 103.4 feet long, 23 feet beam and has a depth of 9.7 feet. Her power equipment consists of a 110-horse power gasoline engine. The The vessel was built at Essex, Mass., in

On the east coast the Victor and Ethan was a haddock fisherman is of the knock-about type, and was designed by Thomas McManus, of Dorchester. She will go to Seattle to outfit for the halibut banks in a few days. The fishing schooner Athena, which left Boston eight days after the Victor and Ethan, put in at Montevideo December 28 in a leaking condition. She reached Punta Arenas, in the Strait of Magellan, on January 31, and, after replenishing her supplies, proceeded for

NEW YORK, March 19.-France will e a contestant for international tennis nonors this year, having just filed her challenge for the Davis cup with the Australian association. This means that the American team will receive a bye in the preliminary matches. The French challenge was not sent until some time after the date fixed for the closing of the entries but in the past it had been the custom to accept late challenges providing there was no pro-test of any kind from the nations in-

# WITH STEELHEADS

Fishermen's Most Popular Game Receives Particular Attention in New Regulations -Experiments at Cowichan

Under the new regulations of the federal department of fisheries, which will hereafter govern all legal proceedings in connection with fishery law in fractions in this province, the open season for trout fishing begins on Tuesday next, continuing until the 15th November. Inasmuch as there has been considerable difference of opinion expressed as to the status of the steelhead-although scientists are practically unanimous as to its identification with the trout family-a special section has been incorporated in new Dominion regulations for British Columbia specifically defining the open season for steelhead. The section dealing with the steelhead is numbered 20, and provides that no one "shall take steelheads from the 15th November in each year to the 25th March following, both days inclusive, in the non-tidal waters in British Columbia, and in the tidal waters thereof no one shall take steelheads from the 1st January to the 25th March following, both days inclusive." With respect to the close season for

trout, section 22 reads: 1. No one shall take trout of any kind from the 15th November in each year to the 25th March following, both days inclusive, except in the waters of the interior portion of the province east of the 120th meridian, where no one shall take trout of any kind from the 15th November in each year to the 30th day of April following, both days in clusive

"2. No trout of any kind under eight inches in length shall be taken from the waters of British Columbia, and, if taken, shall be immediately returned to the water, alive and uninjured. No trout under three pounds in weight shall be bought, sold or exposed for sale in the province of British Columbia, nor shall any trout be bought, sold or exposed for sale during the closed season provided therefor "3. Fishing for trout through the ice s prohibited.

It is understood that the arrangements of the fisheries department of Canada under the new administration provide for the establishment of rearng ponds in connection with the game fish hatchery at Cowichan Lake, where trout of all sizes may be cared for, from fingerlings up to fish of one year

It is also understood to be the intention of the department authorities to provide for a series of most interesting and advantageous experiments at the Cowichan hatchery in the feeding, not only of trout, but of salmon in fresh water, with a view to ascertaining the best condition for developing these two splendid fish and determining how long the salmon will live in fresh der super-advantageous food conditions. Such experiments have never heretofore been tried on the American continent, although in Paris salmon have been preserved alive and in good ndition at the Trocadero Gardens for as long as five years in fresh water.

The possibilities of success in these experiments, which, it is earnestly to be hoped, will be undertaken at the first opportunity, will at once impress themselves upon all fishermen and stu-dents of piscatorial science.

#### PRINCE GEORGE LEAVES FOR PRINCE RUPERT

Grand Trunk Pacific Steamer Maker Good Bun-Manager of Fishery Company Goes North

The steamer Prince George, of the G. T. P., Capt. Saunders, reached port on Sunday morning from Prince Rupert with 80 passengers. The steamer proseded north again yesterday morning, among the passengers being C. E. Dewey, general freight agent, A. E. McMaster and L. V. Druce, agents at Prince Rup ert and Vancouver, of the G. T. P. Other travellers were J. Scott, a lightweight, who goes to meet Joe Bayley at Prince Rupert, and J. Salt, his manager. Other passengers were Mrs. Farrant, H. Jacobs, W. Barker, A. Hornes, J. Blair, Mr. and Mrs. Gibbard, E. Sherman, W Stewart, G. Brownlee, A. W. Carter, T. W. Gidley, T. S. Crosswell, A. R. Rickard and H. Hillis. Mr. W. Vere Doughty, general man-

ager of the B. C. Fisheries, Ltd., was a passenger to Porcher island and Skidegate after arranging for the award of a contract for the cannery at Skidegate. The G. T. P. officials expect that the steamer Prince Rupert, which is being equipped to burn oil at the B. C. Marine yards at Esquimalt will be ready to re sume service next month, and a new schedule is being arranged, which provides for the steamer Prince John, con-necting with both of the larger vessels Goose Bay is to be included in the portr

of call of the Prince John.

A regular schedule of calls at canner ies and logging camps by the freight and passenger steamer Prince Albert will be announced on April 1. The calls will include Alert Bay, Rivers inlet, Namu, Ocean Falls, Bella Bella, Swanson Bay, Lowe Inlet, Claxton, Port Essington, Skeena river camieries, Prince sington, Skeena river camieries, Prince Rupert, and to Naas Bay, where the Prince John touches, as occasion ra-quires. The Prince John has been ordered south for a general overhauling.

New York Bomb Outrage

NEW YORK, March 18 No ar rests were made today in the effort to clear up the mysterious attempt to assassinate Judge Otto A. Rosalsky of the court of general sessions with a romb last Saturday night. Deputy Police Commissioner Dougherty clings to the theory that a maniac is at large in he city aiming to destroy "enemies of society" as they appear to his obsessed brain. Judge Rosalsky was on the bench today.

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