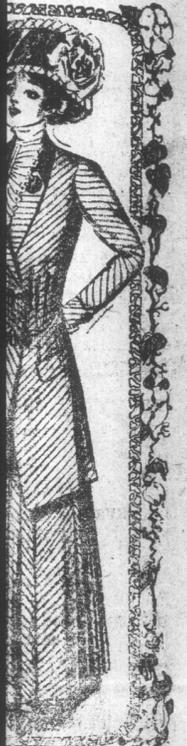


Garments CORRECT



Without increase in garment and the reason is...

Not able to owing to the long before reaching the meeting...

Form No. 11 LAND ACT

FORM OF NOTICE

Range 1, Coast Land District. Notice that Murray C. Potts...

Form No. 11 LAND ACT

FORM OF NOTICE

Range 1, Coast Land District. Notice that Gilbert Oswald Smith...

Fruits

- 15c, 25c, 35c, 25c

Sh Grocery DOUGLAS STREETS

"BIG STICK" IS AT WORK IN CHINATOWN

Business Men of the Quarter Are Co-Operating With Mayor Morley for Institution of Reforms - All Gambling Has Been Prohibited.

(From Thursday's Daily) The following letter appeared in last evening's Times and the attention of Mayor Morley was directed to it this morning...

PERISHES FROM THIRST IN DESERT

INDIANS FIND SKELETON OF MISSING MAN

Entries in Diary Tell of Sufferings When Water Supply Failed

(Times Leased Wire) San Bernardino, Cal., Feb. 24.-The story of how he died of thirst is written on the sun scorched pages of a diary found beside the skeleton of Carl Sunne, a young Norwegian, in the Amargosa desert, and brought here today by Charley Lee, an Indian trader...

The last entries show that he lost his mind and finally his pencil produced merely a word scribble that evidently is the product of a delirium.

"I thought I saw a lake. I am all in. Good-bye. If it is a lake I can't get to it. Goodbye."

A message followed but it was obviously illegible.

The diary was tucked in an outside pocket of his coat where he evidently had stowed it so that should his body be found it might be identified.

The diary was discovered by George Long, a miner, whom the Indians took to the spot where the skeleton lay. When Long took the book from Sunne's hands it crumbled. But four of the leaves could be pieced together. Long is of the opinion that the body lay on the desert floor for at least two months.

The diary and such other effects as might be identified by the skeleton will be sent to the Norwegian consul in New York.

FORM OF NOTICE

Range 1, Coast Land District. Notice that Murray C. Potts...

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Range 1, Coast Land District. Notice that Murray C. Potts...

of gambling in Chinatown. Here is what happened: "Shortly after I assumed office I went down and interviewed one of the most representative of the Chinese merchants. I asked him if something could not be done by the prominent Chinese to improve conditions in their quarter. I pointed out to him that the existence of gambling dens was a source of constant trouble to the civic authorities and that, generally, conditions in Chinatown needed improving. I urged upon him the importance of the better class of Chinese themselves taking the matter in hand with the idea of seeing if they could not improve things and make the standard of life in their quarter conform more closely to the standard of the whites, indicating that it would be better if reforms were instituted by themselves than to have the civic bludgeon applied, as it would certainly have to be applied, if there was not a change.

ENGINEER MEETS DEATH AT POST

Instantly Killed When Run-away Train Collides With Engine

(Times Leased Wire) Stockton, Cal., Feb. 24.-After forty years of service on the trains of the Southern Pacific road, Alfred G. Phipps, an engineer, met death under circumstances similar to those in which several times before he escaped being killed. His body was extricated early today from the wreck of his cab on French Camp, four miles south of Stockton.

Phipps was the only one to perish when his regular local train from San Francisco crashed into a "swing" train late yesterday afternoon. He was caught between the engine and tender, his chest ripped open. Several passengers were slightly injured.

Phipps' engine was standing on the path of the swinging train which was preparing to take a siding. The engineer of the approaching train lost control of the brakes. Phipps saw this and attempted to back out of the way. His engine was slow in starting, and before it got fairly under way, the swinging train ran it down. Phipps' fireman jumped to safety, but the engineer fearing his train might get beyond control, while backing, stayed at the controls.

Phipps several times had risked his life in train wrecks. On one occasion he remained in his cab when his engine plunged through a trestle into the San Joaquin river and narrowly escaped death by drowning.

They declared that the arrival of state constabulary was regarded by them as a drastic measure under consideration. The city was filled with wild rumors to-day that every union man and woman in the city would be ordered to leave the workshop, store and factory before sundown.

Both sides admitted that Philadelphia faces one of the greatest industrial crises in her history. Already business in every direction is damaged by the car strike. Stores are suffering from lack of customers. Some schools have been closed because of danger in the streets to children who are compelled to walk through the disturbed sections of the city.

The calling out from 150,000 to 200,000 laboring people would completely stagnate the commercial life of the city and would add fuel to the fires of riot that breaks out spasmodically.

The first disturbance to-day resulted in the injury of several of the rioters who stoned a car in West Philadelphia. The police charged the mob and dispersed it, arresting a ring-leader. The four companies of constabulary were ordered to northeast Philadelphia, the section where most of the laboring people live.

The Frankfort bar barn was surrounded by a detail of constabulary and a line of the state troops was thrown along Kensington avenue to give protection to the cars of the company in operation there to-day.

The increase of the police force by addition of the constabulary indicates that the authorities have repudiated the Transit company's demand for police protection to enable it to run its full quota of cars.

Mayor Heyburn announced that the company would be given adequate protection and that if the forces now on hand were unable to control the situation, he would call the militia into Philadelphia.

More cars were running to-day than at any time since the strike began.



LIFTING THE BLOCKADE. ARTHUR—"Look here, old man, I think we can drop our differences long enough to get provisions into these people."

CONSTABULARY NOW ON DUTY

PHILADELPHIA FACES INDUSTRIAL CRISIS

Labor Leaders Preparing to Meet New Turn in Events

(Times Leased Wire) Philadelphia, Pa., Feb. 24.-Leaders of the striking platform men of the Philadelphia Rapid Transit Company to-day admitted that the arrival of four companies of gray clad state constabulary and the possibility of the calling out of the state militia, is a severe blow to their cause.

The leaders were in conference nearly all night, and to-day announced that they had been preparing "drastic" measures with which to meet the new turn of events in the industrial crisis that has rent the city since last Saturday, and in which several persons have lost their lives.

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YUCATAN MAY GO TO PIECES

STRANDED STEAMER BATTERED BY ICE

Captain and Six of Crew Remain on Alaskan Liner

(Times Leased Wire) Cordova, Alaska, Feb. 24.-With the wreck apt to go to pieces at any moment and all the ship submerged except the forward house at high tide, Captain Porter and six of the crew of the ill-fated Yucatan are sticking to their vessel in an attempt to save it from the ice floes and bergs which are battering it daily, according to the steamer Victoria, which has arrived here from Seattle.

The big observation cabin built aft on the hurricane deck has been torn off by the ice and sunk. The seven men are marooned in the little forward cabin which protrudes from the sea at high tide. They have a lifeboat manned and ready at all times to tow away loes or bergs which threaten the ship.

PIONEER MISSIONARY DEAD. Miss Lawrence, Founder of Kitamaat Mission, Passes Away at Toronto.

Toronto, Feb. 24.-Miss Susana N. Lawrence, founder of the Kitamaat mission in British Columbia, died yesterday after an illness extending over a period of 17 years, of creeping paralysis.

The devoted lady who was 70 years old devoted many years of her life to mission work among the Indians of British Columbia and was accompanied by her husband, who was the first white woman to visit the native Indians of British Columbia in the wilds and remained among them alone for two years and a half blazing the way for the dawn of a day when the Methodist church should firmly establish itself there.

GRAND CHAPTER MEETS. Royal Arch Masons Gather in Annual Session.

Toronto, Feb. 24.-The Grand Chapter, the governing body of Royal Arch Masons in Western Canada, convened here yesterday with a large number of delegates in attendance. George Moore pointed out how capillary Masonry had advanced during the year, as evidenced by the institution of new chapters and the increase in the number of returns. The membership is now 14,000, an increase of about 1,100. A new Ontario district was approved. Officers elected for Western Canada were: Manitoba, W. B. Young, Neepawa; Saskatchewan, G. W. Hill, Prince Albert; Alberta, James Rea, Medicine Hat; British Columbia, W. Burns, Vancouver; Kootenay, T. M. Armstrong, Fort Steele.

FLOODS FEARED. Portland, Ore., Feb. 24.-Reports received to-day from Oregon and Western Washington, where unusual weather conditions have prevailed for several days with severe blizzards in some sections, indicate an improvement, although floods are now threatened in several localities as the result of warm winds which are rapidly melting the heavy snow that has fallen in the mountains.

TARIFF REFORM IS DISCUSSED IN COMMONS

Austen Chamberlain Declares Great Britain May Lose Markets in the Colonies Unless Preference Is Granted.

(Special to the Times) London, Feb. 24.-In moving his tariff reform amendment in the address to reply to the speech from the throne in the Commons yesterday, Austen Chamberlain, in his peroration, dealt with colonial preference. He urged the danger of overseas states contracting commercial treaties with foreign countries, as Britain was thus losing the markets which have the largest power of expansion, and in which already her best customers per head were to be found. Steel-Maitland, Unionist, regretted that there had been no mention made in the King's speech of the extraordinarily important announcement respecting Canada and Germany. There could be no denial of the benefits of preference being impaired by the reciprocity agreement which Canada was making. Ramsay MacDonald, Labor M. P., denied that colonial preference, as stated here, was accepted by any substantial body of public opinion in the colonies. The colonies made it perfectly clear that they did not want to force British hands, he declared. They were not prepared to amper and stunt themselves to the extent of a brass farthing in order to give Britain special preference and they were perfectly right. In the course of the fiscal debate H. S. McIndearn urged the fact that "Little Canada" had brought Germany to her knees, as a proof of the efficiency of retaliation. The vote on Chamberlain's amendment will be taken to-day. The Irish will not vote and as five Liberal seats are vacant owing to ministerial appointments, the Laborites will be masters of the situation.

LEGISLATURE OF NOVA SCOTIA OPENS

Speech from Throne Refers to Miners' Strike, Which is Still Unsettled

(Special to the Times) Halifax, N. S., Feb. 24.-The provincial legislature opened to-day. In his speech from the throne, Lieut.-Governor Fraser, after referring to the past year as one of continued prosperity throughout the Dominion, stated that the adjustment of difficulties between the coal and steel industries of the province is a matter of satisfaction and the amalgamation of conflicting interests would, he felt assured, result in more extended development. The immediate realization of any benefits was much retarded by the continuance of the unfortunate and prolonged strike and it was a matter of sincere hope that means would be shortly found for a satisfactory settlement. The output of the coal mines was, owing chiefly to the strike, naturally less than the previous year. It was gratifying to note a vigorous development of iron mines and the yield of gold showed improvement. There was evident progress in all branches of agriculture and improvement in the catch of fish and prices received. The report of the commission to inquire into the eight-hour day or limitation of hours of labor for workmen in various industries will be presented. The technical education system of the province had attracted wide attention. The government had arranged for modern printing machinery to be available for farmers.

FORESTRY EXPERTS GIVE THEIR VIEWS

Papers Read at Annual Convention of Canadian Association

(Special to the Times) Fredericton, N. B., Feb. 24.-At this morning's session of the Canadian Forestry convention, papers were read by W. R. Brown, secretary of the New Hampshire Forestry commission, on the work done in that state; E. J. Seavoy, professor of forestry in the agricultural college, Guelph, on reforestation in that province; W. C. J. Hall, of the bureau of forestry in Quebec, on forest protection; and H. W. Woods, Walsford, on the method of fire fighting in New Brunswick.

The rest of the session was taken up with a discussion of fire protection. W. D. Brown, of New Hampshire, said concerning the pulp wood report that the question could be better dealt with by a policy of conservation.

SOLD LIQUOR TO LONGBOAT. (Special to the Times) Deseronto, Ont., Feb. 24.-For selling liquor to Tom Longboat, T. A. Stewart, proprietor of the Queen's hotel, was today fined \$50.

SMELTER MAY BE BUILT HERE

H. F. BULLEN'S VISIT TO EAST SIGNIFICANT

Esquimalt May See Rapid Development of Its Industries

(From Thursday's Daily) Agreement is general amongst the who comprehend what Canada's naval policy means to this section of the Dominion that great significance attaches to the visit to the east at the present time of H. F. Bullen, of the firm of Bullen Bros., proprietors of the B. C. Marine Railway Company at Esquimalt. There has been understood for some time that Messrs. Bullen have had in contemplation the enlargement of their shipbuilding facilities, and the announcement of the government's naval policy has provided a stimulus to immediate action. As is well known the federal government proposes to construct warships in Canada, and as a number of the ships will be stationed on the Pacific coast, it facilities for their construction existed at Esquimalt, orders would, in the natural course of events, be placed with the firms having the necessary facilities at that port. Vancouver Island possesses all the raw materials in abundance, but a smelter is necessary before those raw materials can be dealt with. There have been repeated rumors that a syndicate was being formed for the purpose of engaging in this industry, and some few weeks ago the announcement came from San Francisco that a company formed by J. H. Moore, the well-known promoter and capitalist, had been formed with the idea of going into the industry on a large scale. It was stated that this syndicate, which is capitalized at \$20,000,000, proposed taking over the plant of Messrs. Bullen Bros. at Esquimalt. A later rumor bearing on this situation, which has already appeared in the Times, is to the effect that Messrs. Mackenzie & Mann, of the Canadian Northern Railway Company, are, in their private capacity, likely to be come interested in the erection of a smelter at Esquimalt or some other point near Victoria, and that iron properties on this island are now being acquired by them. While the plans of these powerful capitalists for an industry have, perhaps, not yet matured, there is the word of D. D. Mann as authority for the statement that a smelter will engage their attention at an early date if in the interim other parties should make no move in the direction of building one. At present no steps for shipbuilding purposes is being undertaken on the Pacific coast, or, indeed, in any part of Canada. Such an industry, carried on jointly with a shipbuilding yard, would give employment to possibly 1,500 men. The iron deposits in the Sooke and Barkley Sound district are known to be of rich character and suitable for the manufacture of such steel as is required for shipbuilding.