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THE department of marine... LIGHT ON PACHENA POINT... Carmanah and Cape Beale to be Improved... Other Arrangements Made.

AT A VERY MODERATE COST... PERS... LTD. Victoria, B. C. M 1001... HEAT... WINNIPEG, VANCOUVER, EDMONTON. Sole Agents... EARLY DAY INCIDENTS... BARRON'S COURTS EXERCISED PHILANTHROPY TOWARDS BRITISH COLUMBIA... EARLY DAY INCIDENTS... BARRON'S COURTS EXERCISED PHILANTHROPY TOWARDS BRITISH COLUMBIA... EARLY DAY INCIDENTS... BARRON'S COURTS EXERCISED PHILANTHROPY TOWARDS BRITISH COLUMBIA...

NEW LIGHTS FOR THE WEST COAST

Col. Anderson Tells of Results of His Trip in British Columbia Waters. The department of marine will establish a new lighthouse on the first class order at Pachena or Beaghdos point, about six miles southeast of Cape Beale as an intermediary light between Cape Beale and Carmanah lighthouses, both of which lights will be considerably improved. No lightship will be established at Swiftnose bank or other point in that vicinity; this is considered unnecessary. A lightship, now at completion at Vancouver, will be stationed at Victoria where it will be used in the event of a wreck to be taken to the scene by a steamer and the vessel. It is probable that other lightships will also be established, whether self-propelling or not, has not been decided. Wireless telegraph stations have also been suggested for Cape Beale and River's Inlet. Surveys were made at Estevan point by Col. Anderson, chief engineer of the marine department, for a new light and recommendations will be made for its establishment when it is not known when they will be carried out.

THE Canadian government steamer Quadra, Capt. Hackett, on which Col. Anderson, chief engineer of the department of marine, and Capt. J. Gaudin, local agent, have been investigating the aids to navigation and other work of the marine and also the design of British Columbia lights, returned on Sunday from a trip along the coast from Kluane island and Port Simpson and also on the west coast of Vancouver island which was visited by the Quadra. The Quadra, and landings were made at Estevan point, Lennard island, Cape Beale, Pachena and Beaghdos point, Carmanah, Cloche and Sherbrooke points. Pachena point preliminary surveys were made for the establishment of a new lighthouse which would be similar to that at Lennard island.

Better Conditions for Navigation. Col. Anderson, chief engineer of the department, in an interview yesterday said: "The minister of marine who came to British Columbia waters has taken action to augment the aids to navigation; he is now in the process of putting at all practicable to make the conditions better for navigators and others in British Columbia waters. It has been decided that a new light at Carmanah point and at Cape Beale will be much improved and made stronger. Recommendations will be made for an intermediate light at Pachena point or Beaghdos point. This light will be established as a first class light. It will be a first class light, a better light than those at present installed at Cape Beale and Carmanah and will be of the same order as that at Lennard island at the entrance to Clorquoct Sound."

Flash and Other Lights. "By the way," continued Col. Anderson, "Mr. McPherson made an error in a speech in the House when he was quoted as saying that the Carmanah and Cape Beale were all of the same character. Tatsush has short, sharp flashes, and the other lights are long slow flashes; the light at Carmanah has been said to be a flash light. It has been said that there is a marked similarity between the Carmanah and Lennard island lights," said the reporter.

THE DAY AT THE FEDERAL CAPITAL

Mining Rights Granted to the Grand Trunk Pacific Under Discussion. BOUNTIES ON IRON & STEEL. Interpellation as to When C.T.P. Will Be Started on the Pacific Coast. OTTAWA, May 21.—(Special)—This was one of the few remaining private members' days in the commons. Mr. Borden called attention to the grant of enormous mining rights to the Grand Trunk Pacific, and asked for explanations of what might be the acquisition of very valuable property. Hon. Mr. Oliver explained that the company, in the construction of its line and the construction of its buildings, desired to have as solid a foundation as possible, and as a large part of the country through which the railway would run was underlain with coal, they desired that they should have the first rights in connection with any mining operations beneath the land covered by their tracks or buildings. Whatever correspondence there might be upon the subject he had no objection to bringing down. Mr. Foster asked what rights had been granted for coal alone. Mr. Oliver replied that they went beyond coal.

Mr. Sprule.—It includes all minerals. Mr. Oliver.—Yes, there is no exception. The ground is rendered insecure whether the mining is for coal or for other minerals. Mr. Borden.—The other railways of Canada must be very insecure. This concluded the discussion. An inconclusive vote was placed on Mr. Conmee's resolution declaring that bounties only should be paid on iron and steel made from Canadian ore, and that steel made from imported iron should be free. Mr. Conmee's resolution was defeated. Mr. Conmee's resolution was defeated. Mr. Conmee's resolution was defeated.

German Crown Prince Will Attend Marlborough Races. NEW YORK, May 21.—Coming through a flying field with a splendid burst of speed, Tokalon won the Brooklyn handicap at Gravesend today. She covered the mile and a quarter in 2:05 3/5 within 1/5 of a second of the record for the race and in the gamest of drives under whip and spur nosed out the soft-hearted Dandelion in the run through the stretch. Two lengths behind came the Picket, who two years ago carried the colors of Tokalon in the same stake against the mighty Irish Lad, and Hermes and last year's winner, the winner of the classic event a year ago. Between the first and the last it was as evenly a balanced field of thoroughbreds as ever faced the starter in a great event. Tokalon was 25 1/2 while Dandelion was favored by a big play at 4 and 4 1/2. The capital of the merger will be three million dollars, and there will be a bond issue of half a million. The corporation interested in this most recent large Canadian combine are the Standard Shirt company, A. H. Sims company, The S. H. Harrower company and J. P. Black and company, all concerns well known in the trade and considered exceedingly prosperous.

Insurance Commission. Toronto, May 21.—The royal insurance commission met again today after a week's adjournment and began their new session with the North American Life. About this company much interest hinges as its affairs had no small part in bringing on the inquiry. Leopold Jodanis, managing director of the company was in the witness box today, and the evidence was largely preliminary, a recital of the provisions of the company's charter and its history since being incorporated in 1870. Mr. G. F. Shipley conducted the investigation. Mr. Shipley went over the list of directors each year since 1891. As secretary of the company, Mr. McCabe had practical charge of this. After Goldmann's accession to office he had not succeeded to quite all McCabe's powers.

NEW EPOCH IN CANADIAN TRADE

Speech of Sir Thomas Shaughnessy at Quebec Banquet Saturday Night. DEVELOP HOME INSTITUTIONS. Sanguine as to Great Possibilities of the St. Lawrence River Route. QUEBEC, May 21st.—Sir Thomas Shaughnessy, president of the C. P. R., was the guest of Quebec board of trade on Saturday evening, at a banquet tendered him in the Chateau Frontenac which will go down into history as the most successful affair of this kind in the history of the ancient capital. The occasion was the first sailing of the Canadian Pacific's magnificent new steamer, Empress of Britain, which with over seven hundred passengers on board, sailed for Liverpool at 8:45 yesterday afternoon. Mr. Geo. E. Aimey, president of the board of trade, presided on his right hand the guest of the evening, while at the table of honor were also seated Hon. Chas. Fitzpatrick, minister of justice, Hon. Sidney Fisher, minister of agriculture, Hon. L. P. Brodeur, minister of marine, Hon. Rodolphe Levesque, solicitor-general, R. L. Borden, leader of the opposition, and many members of the senate and house of commons and the provincial legislature, while around the tables were gathered the leading business men of the city.

When Sir Thomas rose to reply to the toast of his health, proposed by Chairman Aimey, there was a remarkable scene of enthusiasm, it being some moments before Sir Thomas was able to proceed. Canadian Institutions. Sir Thomas's speech was a plea for the development of Canadian institutions and waterways, and set the keynote for the remainder of the evening. He began by frankly informing those present that the reason the Empress was not being taken to Montreal was that the channel was not deep enough. Steamship men would not willingly pay the cost of carrying his cargo 170 miles by rail and down his river, and Sir Thomas added facetiously, "and the extortionate rates charged by the railways, if he could avoid it." He followed an historical reminiscence of the development of the St. Lawrence route from the days of Jacques Cartier. Today they had a new and distinct epoch marked by the advent of the Empress, larger, faster, and more expensive than any vessel heretofore engaged in the trade, and they would solve the problem as to whether or not passenger travel could be attracted to the St. Lawrence in such volumes as to warrant the larger and speedier ships. However, large the mail subvention might be, the project would not be satisfactory until it possessed commercial stability, as for himself he thought that the possibilities of the route would surprise people. There succeeded there were a great many things necessary. The waterways must be buoyed and lighted so as to remove obstructions and elements of danger. Much had been done to improve the St. Lawrence route, but much remained.

No Reason for Jealousy. The United States was spending millions on the development of its Atlantic ports, and Canada must also do its best, unless we want to lag behind. The well-being of the whole country was in the hands of the people, if they followed the movement of a trainload of wheat from the northwest to the Atlantic would be surprised at the amount of business required to support it. There was no reason for jealousy between Canada and Atlantic ports. There would be business enough for them all and to spare. Get them to take care of the business so that the cost of handling the business will not be an extra tax. In order to illustrate how business might be worked up he cited the case of St. John. In the season 1895-96 the total tonnage of export freight handled through the port of St. John was 32,906 tons, and in 1905 it had increased to 363,821 tons, yet the wharfage facilities there were not such as to yet earn for it the name of being a modern port. Under existing conditions there is not another possible winter port on the Atlantic coast of Canada. Halifax was too far away from the point where the traffic originates. A few years ago when Canada was in a much less satisfactory condition than today, her overtures for better relations with other countries were in some cases met with indifference bordering on contempt. Now she was prospering, and countries had changed their tune, and were anxious to compete for her trade and furnish outlets for her exports. "Can we not get along without assistance tendered at this late date?" asked Sir Thomas.

Thanks Von Buelow. Berlin, May 21.—Emperor William in a letter, bearing von Buelow's name, to the success of his financial reform measures in the reichstag concludes with an expression of joy, over the recovery of the chancellor's health and the hope that "your excellent services may long be given to me, to the benefit of the German people and the fatherland."

NEWS NOTES OF THE DOMINION

U. E. Loyalists Would Grant the Franchise Only After Military Service. Sir Thomas Shaughnessy the Guest of Honor at Function in Quebec. TORONTO, May 19.—At the closing meeting for the season of United Empire Loyalists last night, Lt. Col. Hamilton Merritt advocated a system whereby no man should be allowed to exercise franchise in this country until he had undergone three courses of military training. He presented an resolution to be forwarded to the minister of the militia to the effect that every able bodied citizen should be able to defend his country; should have arms available and should be required to receive instruction in use of arms. The Union Trust Company. Toronto, May 19.—Hon. G. B. Foster has resigned from the directorate of the Union Trust Co., Ltd. The company is closely connected with the Independent Foresters. It is said that Dr. Cronhastek and J. A. McGillivray will also retire.

Big Timber Deal Consummated. Fifty Thousand Acres of Timber Land in Knight's Inlet District Sold. ONE of the largest timber deals that has been put through in the Northwest for some years was consummated yesterday. Yesterday, when Ray W. Jones, lieutenant-governor of the State of Minnesota, and H. W. Stone, Minnesota state senator, purchased 50,000 acres of standing timber land in the Knight's Inlet country, on the mainland in British Columbia, says the Seattle Times. The deal was engineered by Henry B. Thomson, of Victoria, and Ormsby McHarg, of this city and St. Paul. Lieutenant-Gov. Jones and Senator Stone arrived in the city at noon yesterday, and registered with Mr. McHarg at the Butler hotel. They left this morning for Portland and will return here Sunday. Before leaving for their middle western homes, they plan to expend many thousands of dollars in Western Washington timber lands. The waters must be buoyed and lighted so as to remove obstructions and elements of danger. Much had been done to improve the St. Lawrence route, but much remained.

Workmen in Paris Automobile Factories Have Clash. Paris, May 19.—The striking workmen in the automobile industry yesterday made an attack on the non-striking at the De Dion works. A lively affray followed and the police and soldiers were compelled to intervene. Several strikers were injured and a number of arrests were made. Support British Protest. Foreign Powers Opposed to Changes in Chinese Customs. Peking, May 19.—At a meeting of the representatives of the foreign powers here today, it was announced that all the governments support the British protest against the changes in the customs service of China. Mr. Carnegey the British charge d'affaires has addressed a note to the subject to the foreign office, the latter's reply to his first note not being considered satisfactory. Further steps are withheld pending China's response.

Anglo-Russian Accord. St. Petersburg, May 19.—The reports that Great Britain is arranging to send the Channel fleet to Cronstadt this summer, have been confirmed. With an attempt made to explain that the visit has no political significance but is simply a part of the annual cruise of fleet which will also visit Norwegian and Swedish ports, the exchange of civilities and festivities at Cronstadt is manifestly intended to foster good sentiment between the two countries in favor of an Anglo-Russian understanding. A rapprochement with Russia is now one of the chief aims of British policy.

Attacked by Lightning. London, Ont., May 19.—Lorne Wickerson, aged 26, of Byron, was killed by lightning while seeking shelter from a thunderstorm in a barn, one mile from his home yesterday of Orwell, and Alex. L. Cillis, of Grandview, both these young men and the widow of the deceased have been arrested and lodged in jail. Charged With Murder. Charlottetown, P. E. I., May 19.—Charged with the murder of John McPhee of Carrell, who died last Saturday as the result of drinking whiskey given him by Alex. Gillis of Orwell, and Alex. L. Cillis, of Grandview, both these young men and the widow of the deceased have been arrested and lodged in jail. Underwriters Abandon Bavaria. Quebec, May 19.—It is reported in marine circles that British underwriters have abandoned Bavaria. The steamer Campania bound from Charlottetown and Gulf ports to Montreal with cargo, ran aground on the coast of Bavaria yesterday in a thick fog. The vessel got off with the assistance of a wrecking steamer. It is thought the steamer received any damage. Visiting Empress of Britain. Quebec, May 19.—Since the arrival of the U. P. R. Empress of Britain, in past years has been visited by thousands of people. Yesterday seventy-five freight agents arrived in the city, guests of the C. P. R. and were entertained at luncheon on board the steamer. Last evening the council of the board of trade and harbor commissioners as well as the prominent citizens were present at the guests of the C. P. R. at dinner on board the Empress. Sir Thomas Shaughnessy being among those present as prominent Montrealers who will attend the dinner to Sir Thomas Shaughnessy this evening, were guests of the C. P. R. at breakfast on board. Empress of Britain Sails. Quebec, May 19.—The Canadian Pacific Railway royal mail steamship Empress of Britain sailed from Quebec for Liverpool yesterday at 3:46 a.m. with four hundred and twenty-five cabin passengers and three hundred third class. Among her passengers was the Hon. Senator Jones and Senator Stone, accompanied by his wife, Messrs. Karl Junkerman, Hugo Gorlitz and Ludwig Schwab composing the balance of this great aristocratic party. Elevator Burned. Emerson, Man., May 19.—The Northern elevator at River Emerson was burned to the ground early this morning, and about 140,000 bushels of wheat destroyed. Saskatchewan's Capital. Regina, Sask., May 19.—Premier Scott announced late last night that the capital question would be brought up in the house early next week, and that the government was prepared to deal with it fearlessly on its merits. A deputa-tion from Saskatchewan is waiting on the government this morning in support of the claims of that northern burg. Odds of 3 to 1 are being freely wagered that the capital will stay at Regina.

Sunk by Ironclad. A German Man-of-War Accidentally Sunk by a British Vessel. Kiel, Germany, May 19.—The coast defense ironclad Friedrich yesterday ran down in a fog and sank off the Norwegian sailing vessel Othello. The captain of the Othello and one of her crew were drowned. Anglo-Russian Accord. St. Petersburg, May 19.—The reports that Great Britain is arranging to send the Channel fleet to Cronstadt this summer, have been confirmed. With an attempt made to explain that the visit has no political significance but is simply a part of the annual cruise of fleet which will also visit Norwegian and Swedish ports, the exchange of civilities and festivities at Cronstadt is manifestly intended to foster good sentiment between the two countries in favor of an Anglo-Russian understanding. A rapprochement with Russia is now one of the chief aims of British policy.