iday, April 17, 1908

Styles Worth Seeing

FIRST of all we ask you to view correct styles—Fit-Reform sets the fashions. What appears in the Fit-Reform Wardrobe is accepted, without question, by Canada's well-dressed men.

Let us show you some of the many new Suits and Overcoats for spring.

s Just Received

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ORM

oria, B. C.

LONDON,

gents For

n's Whiskey

ng Notice and Signature: genuineness, we would re l, and to our Trade Mark age mark.

on he went on a Sunday ex- ith Mrs. Strong to a neigh- and, and, returning late to ged a night's shelter for the e mission house. He resist- reaties to remain there him- all wet and miserable went ountain to Vailhni. Next day o the mission for some fever concluding his letter with s, "No more Sabbath-break- the repentant Robert Louis ."

other occasion, when some ermans organized a paper horseback for a Sunday's t, R. L. S., with some of the icers from the men-of-war in lined them, thinking it better oung men to be so employed heir usual Sabbath occupa- aware that it would be dis- to the missionary and his Clarke was angry with him, d an invitation to dinner, but ke went, and, declining to any attempt at justification, the delinquent to acknowl- ffense to the young Germans hmen. "I am sure," he said, with me that we were alto- ong, and setting an extreme- xample to all the 'Beach.'" such an avowal in a place , says Mr. Clarke, requires moral courage, and we shall the writer of "A Christmas the less for this kindly con- the missionary's wife.

sational discovery of buried easure of gold and jewels on nore at Paradelha reminds e romantic discovery of the easure of Guarrazar, exactly s ago, under conditions al- tical. Some peasants trav- r Toledo one day in 1858 bjects of gold and jewel ch had been exposed to view eavy rains. The peasants, f its value, sold their treas- for a trifling sum to a local who fled with it to Paris, and t it to the authorities of the uny. The objects proved to antiquarian as well as in- ue—they were in fact eleven hich had been worn by Visi- gs who had ruled Spain 1,200 viously. The largest of these beautiful piece of workman- thirty large sapphires and as rls of great size; below it ross set with similar precious om which hang jewelled pen-

Drury Lane theatre was last by fire, Sheridan, its owner, bled in the Commons with his tary duties, and his sym- olleagues immediately voted rnment of the House and ff to see the conflagration. himself opposed the adjourn- , being outvoted, went and the destruction of his prop- a neighboring house of re- , sharing a bottle of port y. His apparent indifference some friends to expostulate , whereupon the author of ool for Scandal" petulently "It is hard when a man cannot ass of wine by his own fire." completed Sheridan's finan- fall, and, forsaken by his e died soon after the new gan its chequered career.

ficially announced that the Transcontinental Railway be- innipeg and Moncton is to 19,466. Mr. Fielding's esti- $51,300,000. Mr. Blair put at $65,000,000. The chances when all the accounts are in s estimate will be exceeded.

unrobing room we strip from d us ments of mortality and earth; ing from the embryo's state found us, of dying is our day of birth. —Cardinal Newman.

e step onward, and secure —Browning.

VANGUARD OF JAPANESE FLEET

Sealing Schooner Nito Maru Arrives Here From Port of Miyako

MANY OTHERS ARE COMING

Japanese Sending Thirty-eight Schooners to Bering Sea—Eight on Coast

(From Wednesday's Daily)

The Japanese sealing schooner Nito Maru of Miyako, Capt. Watanuke, owned by J. Kiguchi of Miyako, Japan, which Capt. Watanuke says is the vanguard of a great fleet of 38 Japanese sealing schooners which will go to Behring sea this year arrived in Royal Roads and dropped anchor yesterday morning. Her master, accompanied by George Diehl, a former Victoria sealer who for eleven years hunted from Victoria sealing schooners, lastly being a member of the crew of the schooner Oscar and Hattie of this port, came to the customs house to enter his vessel yesterday morning.

The Nito Maru is 30 days from the port of Miyako, Japan, and put in here in distress owing to her chronometer being broken. Repairs will be effected, or a new instrument procured, and the Japanese sealing schooner will proceed north today. There are seven other Japanese sealing schooners now on this coast which will hunt during May and the early part of June on the British Columbia and Alaskan coast following the homing seal herds, toward the Bering season throughout the closed season.

Many Sealers Coming.

The fleet of Japanese vessels now on the British Columbia coast consists of the Kinsei Maru, Capt. Ritchie, which vessel hunted off this coast last season and was alongside the schooner Carlotta G. Cox last May when that vessel, recently condemned, was seized. The Toro Maru, Capt. Hagaman, a Bonin island sealer who has not been previously on this coast; Kaiwo Maru, one of the two sealers seized last year in Bering Sea by the United States revenue cutter Perry and afterward released; Aitoku Maru, in charge of Capt. Thompson, one of the former Victorians arrested by the Russians in 1905 when the schooner Houkusei Maru was sunk by the Russian cruiser Gremoboi; Matsu Maru, on which Fred Cochrane, a former Victoria sealer is engaged as one of the hunters; Toyoi Maru, one of the schooners concerned in the raid of June 1906 on the Seagand rookery on the Pribyloff islands now in command of Capt. Harry Jacobsen, a former Victoria sealer, who has with him several Victorians, including Edward McNeill, Edward Harris, perhaps better known as "Cockney Harris" and Ned Burke. Bill Williams, another former Victoria hunter, is on the schooner Kinsei Maru with Capt. Ritchie. Edward McCamish, one of the Victoria sealers who was arrested by the Russians when the schooner Gromboi was sunk is now living on the island of Guam where he has a small farm.

"There will be about 38 schooners from Japanese ports in Bering Sea this year, much more than the number which went there last year," said Capt. Watanuke yesterday. "Last year our catch was not so much skins. There was an average of 270 sealskins for each schooner, and about 35 schooners which went to Sea of Japan, Kurile islands, Copper islands and Bering Sea sealing grounds took about 10,000 skins. The small schooners only hunt now in the Sea of Japan and off the Kurile islands; larger vessels go to Copper islands and Bering Sea. There will be many schooners in Bering Sea this year, for Japanese are not governed by regulations there."

Canadians Returning.

On this coast the Canadian sealers are returning to port as the season for them ends at the close of this month. From that time until the beginning of August the sealing grounds are closed to them on this side of the 180th meridian. The closed season is part of the restrictions placed upon the Canadian sealers in consequence of the modus vivendi to which Great Britain and the United States agreed following the Paris Tribunal of 1894. The Japanese government not being a party to that modus vivendi, and at that time no thought being held that in the years to come after its arrangement there would be a large fleet of Japanese sealers such as that engaged today, the sealing schooners like the Nito Maru, now in port, and her mates, flying the Japanese flag are not bound by any close season.

At this time the migrating seals are following the feed northward returning from their southern trip to the hauling grounds on the Pribyloff islands in Bering Sea. The regulations were made for the purpose of protecting the homing seal and to this end the seal-hunters were forced to stop hunting at the end of April. The large fleet of Japanese sealers, however, is not restricted from coming across the Pacific to follow the homing seal herds all the way to Bering Sea, preying upon them as they swim northward. They are not kept from Bering Sea until August opens like the local sealers nor are they restricted to the use of spears there and to limits set at a distance of sixty miles from the seal islands. The great fleet of Japanese vessels may go into Bering Sea with the homing seal, use firearms and hunt the fur-bearers to within three miles of the rookery. There have been instances when they have not stopped at the three mile limit set by international law, the raid by the schooners Toyoi Maru and Miye Maru in 1906, when five Japanese were shot and killed and 12 wounded, being a case in point.

Former Raids.

Last year there were many raids at Copper ilsands and some of the sealers were seized. Those on board the schooner Nito Maru state that the old schooner Diana was sunk last year by a Russian steamer when caught attempting a raid at Cooper islands. The rookeries at Robben bank which were taken over by the Japanese in the Okhotsch sea as part of the spoils of war are being well protected and the old gunboat Musash is patrolling there preventing all sealing for a term of five years. This is being done in order to allow the herd to recuperate from the effect of the disastrous raids which occurred there while the Russian guard was withdrawn during the war. In one raid, made by five schooners in 1905, several thousand sealskins were taken from this rookery, and the raids thinned the herds there so much that when the Japanese government secured the island it abolished sealing in that vicinity to allow the seals a chance to accumulate again.

PRINCESS MAY HAD ALL BERTHS OCCUPIED

Reminescent of Klondike. Rush When C. P. R. Liner Sailed—Cut Into Wharf at Port Simpson

(From Tuesday's Daily)

With every berth occupied and with men sleeping on shakedowns spread about the saloon and elsewhere, the steamer Princess May left port last night for Skagway, Prince Rupert and way ports. The departure of the steamer was reminiscent of the days of the Klondike rush. Most of the travellers are bound to Prince Rupert. Many are workingmen going to the city that is to be, to seek work. On her last trip north the Princess May landed 87 passengers at the northern port.

Making port late on Thursday the steamer Princess May crashed into the wharf at Port Simpson and carried it clear away together with the shed, but no damage was done to the vessel. The Princess May left Skagway on Wednesday night and when approaching Port Simpson ran into a stiff breeze. This rather upset the calculations of Captain McLeod, and together with some misunderstanding with the engine room sent the big boat straight for the wharf. Several persons were waiting for the vessel to dock and when he saw that a collision was inevitable Captain McLeod shouted to the spectators to run. They had not too much time to spare and had just got clear when the bow of the Princess May collided with the structure, tearing the piles apart as if they were reeds and taking the shed along with the wreckage. Luckily no one was hurt and the Princess May showed no signs of the occurrence.

The Princess May performed a similar feet at Ketchikan some time ago when the liner crashed into the wharf at the Alaskan port and carried away the cook house from a restaurant, lifting the stove from the place with her bow.

The C. P. R. liner brought 44 first class and 10 second class passengers from Skagway. She carried 14 second class passengers from Juneau to join the growing throng of workers gathering at Prince Rupert. Among the saloon passengers were Bishop Stringer and family from Dawson for London, where the bishop goes to attend the Pan-Anglican church conference. T. Dunn, manager of the United Supply Company, Mr. Stewart of the firm of contractors which is to build the British Columbia section of the G. T. P., came from Prince Rupert and H. McKinnon, manager of the pulp works at Swanson bay was a passenger from that point.

At the local ticket office yesterday there was a stream of applicants for berths and many cancelled their passage when they found that each of the 82 rooms of the Princess May had been taken. The long-distance telephone and telegraph lines were patronised much in order to endeavor to get any of the Vancouver reservations that were cancelled. The passengers taken from here included: J. W. Bryant, W. M. Brewer, J. Chapman, L. W. Levasser, A. L. May, M. Stemmitz, R. P. Roberts, J. R. Gaudin, C. Bloomquist and wife, J. A. Benson, C. W. Phillips, F. Cressell, T. Hall, H. W. Leal, C. H. French, J. Kelly, W. Benson, W. R. Duncan, W. Crospy, R. L. Gibbs, E. Prenderville, S. Daniel, W. Ford, Miss L. Doran, W. Jones, H. C. Thornton, E. D. Clark, G. Georghegan, P. Carleton, P. Larsen, E. R. Parrott, S. Morrison, H. Skene, W. Daniel, C. William, J. Parker, J. McRae, J. Dick, C. Taylor, E. Daniel, S. Kellan, R. Struthers, H. C. Thornton.

FAITH IN CANADA

British Investors Looking Towards Dominion to Invest Funds

New York, April 13.—John H. Davis, of the Wall Street Banking House of John H. Davis and Company, received a personal letter recently from the head of one of the most important financial institutions in England in reply to a suggestion that many securities of honestly managed American corporations could be bought with confidence.

The letter says: "It is an undoubted fact that the careful English investor is now turning his attention to Canada as the best field for investments without risk of receiverships, a system so freely adopted of late in the United States. Canada is a country marvelous in its progress and, while up-to-date, one is able to have confidence in the administration of justice whether in criminal or civil actions, which is now lacking in the United States."

Mr. Davis said, commenting upon this extract: "Nothing would so quickly restore English confidence in American securities as vigorous civil and criminal prosecution of persons responsible for the collapse of our banking, railway and industrial companies.

"It is a deplorable fact that foreign and home investors are unwilling to purchase securitites of our many honestly and capable managed corporations because of the failure of prosecuting officers to relentlessly pursue lawbreakers, and because of the apathy of stockholders and directors toward speculations by banking interests and railroad managers allied with them."

Ontario Legislature Prorogued.

Toronto, April 14.—The Ontario legislature was prorogued this afternoon by His Honor Sir Mortimer Clarke, Lieutenant Governor. A hundred and fifty six bills were assented to. The total number which had been introduced during the session was 243. The session just terminated is the shortest known for a number of years.

WHERE ECONOMY REIGNS

P. E. I. Legislators Much Exercised Over Proposed Increase of Indemnity

Charlottetown, P. E. I., April 14.—The stormiest scene of the session took place yesterday in the legislature over the indemnity question. The members received $160 and other perquisites, including mileage, the maximum total being $194. Last year Provisional Secretary Newberry suggested to make it $200 per man all round, thus equalizing the allowance. The arrangement was made on the last day of the session, after the passing of the estimates. The late premier, Mr. Peters, said the opposition leader was ready to go ahead. Mr. Newberry consulted Mr. Matheson, the opposition leader, who, according to Mr. Newberry's assertion, said he had no objection, but Mr. Matheson now says he never consented to the arrangement. Mr Matheson yesterday asked for an examination of Mr. Newberry, but the premier would not grant the request. The matter was again threshed out at an all night session, the house adjourning at six this morning.

God never wrought miracle to convince atheism, because His ordinary works convince it.—Bacon.

FARES CUT ON THE PRINCESS BEATRICE

C. P. R. Meets Reduction of Alaska S. S. Co. and Lowers Rate to Fifty Cents

(From Wednesday's Daily)

Today the Canadian Pacific Railway Steamship company will meet the cut made some time ago by the Alaska Steamship company, and the fare by the steamer Princess Beatrice to Seattle will be reduced to fifty cents from $2, the rate prevailing until yesterday. G. L. Courtney, local agent of the C. P. R., went to Vancouver yesterday and in a conference with the local traffic officials the decision was reached to fight the Seattle steamship company which, when taking the steamer Chippewa from the route and substituting the Rosalie on February 16, reduced the fare to fifty cents each way.

It was expected, before the announcement was made yesterday of a reduction in the fares to and from Seattle, that the steamer Chippewa of the Alaska Steamship company, would return to the route about two weeks hence. The date set for the return of this steamer has been indefinite, and it is reported, when the C. P. R. officials sought to learn from officials of the Puget Sound company what they proposed to do they were not informed. The result has been that the C. P. R., now that travel is beginning to assume larger proportions, has decided to fight.

The steamer Princess Victoria is being made ready to resume service to Seattle about a month hence and whether the reduced rates which are in force today will be continued is not yet known.

Travel has been slack since the reduction was made, it being the dullest season of the year for travel, and despite the reduction the steamer Rosalie and the Whatcom which succeeded that vessel have not been carrying over an average of 60 passengers, the highest number being 80 at a week end. The Princess Beatrice, on which the fare of $2 had been maintained until yesterday, has been carrying an average of from 40 to 50 passengers each trip.

Oolichans in Fraser.

New Westminster, April 14.—The run of oolichans in the river this year is one of the heaviest on record, one boat bringing in over a thousand pounds after being out only a few hours.

Offended Against Boiler Law.

New Westminster, April 14.—Phillip & Everett, proprietors of the new sawmill at Central Park, were fined $100 and costs in the district court this morning because they had operated their plant without first notifying the boiler inspector. The plant had just been completed and in operation a few days. The penalty is the minimum on conviction under the provincial enactment.

Vancouver, April 14.—Sir Charles Hibbert Tupper has addressed a letter to the News-Advertiser, reviewing the entire local political situation, and characterizing the resolution passed by the Conservative club last week as an insult to him. The club's resolution pointedly objected to canvassing for particular candidates by requisition or otherwise before the convention is held. Though not mentioning Sir Hibbert Tupper's name, it was passed to head off a requisition in his favor.

SIR WILFRID'S LETTER WILL BE PLACARDED

Exclusion League Will Also Hold Public Meeting to Discuss it

Vancouver, April 14.—"We'll placard Laurier's letter in the streets."

"Hear! Hear!"

"And hold a public meeting in the city hall next Monday night to disucss it."

"Carried."

Mr. Garnham—"We'll show the people how Laurier has been trying to make out that he has been working hard to solve the Asiatic problem, when in reality he hasn't done a thing."

"Hear! hear! hurrah!" followed by cheers.

This lively little scene, enacted at a special meeting of the Asiatic Exclusion League last night, followed the reading of a letter from Sir Wilfrid Laurier in reply to one sent to the federal Premier by the secretary of the league, Gordon M. Grant.

"Following the riots here last September," said Mr. Grant in his letter, "your government appeared to be actively engaged in investigating the matter brought into prominence by the unfortunate disturbances

"While the league does not fail to recognize the difficulties which confront those in authority, it does not forget that these difficulties are largely a result of the actions of the present and past Dominion governments and that cosequently the Dominion government should have with more expenditure effected a solution.

The order in Council and the Natal Act features are referred to and the letter adds: "It has been abundantly shown that the province of British Columbia is practically unanimous in favor of exclusion, and by direct and complete instead of partial and indirect measures

"You are probably familiar with the provisions of the Australian Immigration Act, and as it is shown to be the method of exclusion most acceptable to the Imperial government and meets the demands of this province, we ask that the present policy be abandoned and the Australian legislation enacted in order to settle the difficulties

"We would ask you to consider as sincere our fear that the present policy of the Government may lead to regrettable dissatisfaction and perhaps disorders, and our doubt that the lawless elements in the community can be controlled should any disconcerting circumstances arise.

"Many of us have already in the interests of law and order risked the unity of the organization of which we are earnest members, and our standing in the same, but unless the government shows that the law and order we admire can and will carry out our objects, we cannot be asked to again do so or be blamed for the consequences."

This was Sir Wilfrid's reply

"Dear Sir—I am in receipt of your favor of the 31st of March. I must say frankly that I do not think the best way to reach the object which you have in view would be by any kind of legislation upon the Australian pattern.

"There are three different races of Asiatics which have sought your shores, the Chinese, the Japanese and the Hindus. The Chinese we have restricted by legislation, and that is satisfactory, I understand, to the people of British Columbia. The Japanese we have restricted by mutual agreement with the Japanese government, and this ought to be satisfactory. We are now endeavoring to check the Hindu emigration and I think we will have the same success as with the Chinese and Japanese.

"Of course there are always some difficulties in the way, and a radical measure such as you present would avoid many of those, but on the other hand it would create other difficulties which would be no less troublesome. On the whole, it seems to me that we have coped with the situation pretty successfully since we have been in office.

"I know that there has been an influx of Japanese last summer. This was the result of some misunderstanding on the part of the Japanese authorities, which, I have reason to believe, has been successfully remedied.

"Yours very sincerely,

"WILFRID LAURIER."

Ottawa, April 8.

Thereupon the league decided to placard the unsatisfactory letter and to call the public meeting to discuss it, appointing the following committee to make the arrangements: D. Cook, J. E. Armishaw, Major Brown, R. S. Jacob and W. Roose.

Copies of the Premier's letter will be affixed to six separate and distinct and durable boards and placed in conspicuous position on Hastings and other streets. Appended to the letter will be a notice for the public meeting to discuss it.

New House Burned.

Vancouver, April 14.—Fire almost totally destroyed a house on Bridge street, between Ninth and Tenth avenues, at 3 o'clock this morning. It was the property of A. Ward, and was a new building having been completed only a few days ago. Mr. Ward lives in the next house. He was awakened by the glare of the flames on his bedroom window. The alarm was sent in and the brigade made a record run. Before the flames could be checked the building was nearly a total wreck. The loss will reach $1,200.

(From Tuesday's Daily)

Hospital For Lillooet

Mr. Eagleson, M. P. P. for Lillooet, has received the assurance of Hon. Dr. Young, provincial secretary, that when the plans for the erecetion of an hospital at Lillooet have matured, the government is prepared to grant in land, a site for the hospital in the reserve, and in cash, the sum of $1,500.

Farmers' Institute Lectures.

J. T. Collins, secretary of the Farmers' Institute at Ganges Harbor, Salt Spring island, is making a lecturing tour upon the mainland. He will visit the Delta, Surrey, Collingwood and Chilliwack and will discuss Grafting, fruit growing, spraying, dairy farming, creamery work, soils and fertilizers.

Engineers' Examinations

Examinations for competency in the charge of stationery engines, will be held in the parliament buildings, April 21. The examiners will be Messrs. J. Peck, of New Westminster, chairman; S. Baxter, provincial boiler inspector, and his assistant, J. D. Kay. The list of candidates who have so far stated that they will compete, includes some twenty-five names.

History of the Flags

Mr. Noah Shakespeare has secured from England two dozen placards in colors which give the history of the Union Jack and he has presented these to the school trustees for distribution at the city schools. The placards show the St. George's Cross, the Cross of St. Andrew and their combination as the old Union Jack which waved from 1606 to 1801, the cross of St. Patrick and the Union Jack of today.

The Prairies Optimistic.

Reports from the Prairie country indicate a quite remarkable revival in business and financial conditions. The crops are being put in under favorable conditions and there is an almost unprecedented influx from the United States of men who are bringing their families and household goods and actually settling on the land. There is a feeling of optimism and everyone is looking forward to a good year.

Another Sub Post Office

Arrangements are being made for the establishment of another district post office, at Craigflower. The application made for a sub-post office in that district has been approved and authority for its establishment is expected daily from Ottawa. The branch post office will be established at Robinson's grocery. There are now four other sub post offices in commission, at Thoburn, Victoria West, Oak Bay, and King's Road.

Fine Stick of Timber.

S. Baxter, who has just made a departmental trip around Salt Spring Island brought down with him a set of fine photographs of a splendid stick of timber which was recently cut down on W. E. Scott's land near Ganges Harbor by two axemen in the employ of Messrs. Marrett & Co., loggers. This tree furnished a log of clear timber 200 feet in length and 10 feet in diameter at some 8 or 10 feet from the ground.

Permit for Stables.

A building permit was yesterday issued to the Victoria Truck and Dray company for the buildings to be erected on Broughton street, at a cost of $10,000. The stables which will be two stories in height will be brick on concrete foundation. Messrs Dinsdale & Malcom are the contractors. A permit was also issued to Edward Murton for a dwelling on Market street, to cost $1,000; to Charles A. Colston for a dwelling on Amphion Street, to cost $1,975.

Improve Post Office

Tenders have been invited for improvements to the post office building. The plans, which were recently forwarded to Ottawa and approved, provide for the extension of the ground floor used for the post office work from the present rear wall across the yard at the rear to join the building used by the appraiser's department. The extension, which will be built of stone in keeping with the architecture of the building will be built on pillars so that the use of the yard may be continued. It is improbable that the work will be completed before next spring.

SALVATION ARMY'S IMMIGRANTS COME

Seventy-two of Second Party Brought Through to the Coast Cities

Vancouver, April 14.—The second trainload of Salvation Army immigrants, specially selected in the old country to fill requirements of life in British Columbia, reached Vancouver late last night. The seventy-two people who were aboard formed rather a small remnant of the party which originally left Halifax a week ago, though practically all of the two hundred and eighty who came across the ocean came through to British Columbia. But the majority were destined for the farming districts of Kootenay and the Okanagan, and left the train in the upper country.

The party was in charge of Major W. C. Creighton, head of the Army's work at Winnipeg, who was entrusted by Col. Howell to handle the arrangements for the party across the continent. He is a specialist in the immigration work, having been for some time connected with the Salvationist colony at Tisdale, Man.

"Of those who arrived today," said Major Crighton, "between twenty and thirty will go to Victoria to be distributed at various places on Vancouver island. It is a subject on which we leave the public to judge, but we believe that such people as the last party proved to be will make the very best immigrants possible for this country. About thirty of the 72 arriving here are domestics—capable young women who will take positions in homes of Vancouver and Victoria. Applications for them have come in so rapidly that we would have been able to secure positions for twice the number who came. This morning, I received telephone massages from farmers within easy distance of Vancouver asking us to send them one or more of the new arrivals; but all the people had been spoken for, and we could not fill the new requests. Up at Field, on railway construction, we could have placed thirty or forty men with ease. And, what is perhaps more by the first train a month ago are getting along well, and their work appears to be altogether successful. With the exception of an isolated case or so, we have had not the slightest complaint.

"Many of the people who arrived today are well supplied with money. We had one man who went to the Okanagan to locate, who had $7,500 in cash. He brought his entire family. This is the last trainload, under the present arrangement, for British Columbia. We brought them here first because the season here is earlier. We believe they are the best possible class of immigrants for this country. British Columbia is going to fill up with some kind of people; if you do not arrange to get the best, the other kind will come."

BURIED BY SNOW SLIDE

Two Boarding Cars Containing Forty Japanese Laborers Carried Down Mountain Side

Calgary, April 14.—Word was received here last night that a tremendous snow slide at Albert canyon on the C. P. R., in the Selkirk range had swept two boarding cars from the track, the cars being filled with sleeping Japanese laborers. The slide occurred in what was considered a perfectly safe spot, but the heavy rains in the mountains in the last few days brought down the snow, and thousands of tons of ice, rock and snow struck the cars, carrying them some distance down the mountains. It is understood that there were forty Japanese in the cars, and five bodies have been recovered.

MURDER SUSPECT IS EN ROUTE SOUTH

Venture Reports Passing Provincial Constable With Prisoner in Tugboat

Heading south in a tugboat is Provincial Constable George Wollacott, of Alert Bay, and with him, securely manacled is an Indian whom he arrested at the Beaver cannery, Rivers Inlet. News of this was brought by the steamer Venture which arrived yesterday from Prince Rupert and way ports.

The Venture passed the tug at Bella Bella and as far as is known the Indian under arrest is wanted on a charge of murder committed upcoast last summer. Until the constable notifies the headquarters here who the man is, and what he is arrested for, will not be known. It is probable that the Indian will be given a preliminary hearing at Alert Bay before being shipped to Victoria.

Despite the big crowd of passengers she took up, the Venture made a good trip to the north and the only incident was the death of one of the Chinese passengers. This occurred when the vessel was at Rivers Inlet and as far as could be learned the Celestial died of old age. He was boxed up in a temporary coffin and put ashore at the Beaver cannery. The Venture had a fair amount of freight downwards, including 800 cases of salmon from the Oceanic cannery.

The steamer will sail again tonight for the north.

LOCAL FIRM SENDS PAINT TO PHILIPPINES

Big Consignment of Newton & Greer's "Nag-slating" Sent by Empress of China

(From Wednesday's Daily)

An interesting shipment which goes forward by the R.M.S. Empress of China, which leaves today for Hongkong and way ports of the far east, is a large consignment of Nag-Slating, a special composition put up by the Newton & Greer Paint company. The consignment is being forwarded to one of the most prominent firms of contractors in Manila. Some time ago samples were sent to the Phillipines and tests were made with a view to trying the paint as being suitable to the climatic conditions of the torrid far-eastern port, with the result that the paint which is of local manufacture was found satisfactory in every particular.

The Empress of China's passenger list is made up for the most part of regular travelers on this trip, including a large number of tea merchants representing firms in the Orient, homeward bound. The cargo will include flour, cotton, pulp, machinery, paint, drugs, ett. The passengers booked for the steamer are:

Mark Baggallay, Miss Barton, Geo. Beebe, Ernest Bode, Mr. Brodwick, Mrs. Brodwick, Miss Ella Burpee, F. E. Butcher, A. Campbell, E. J. Cowan, D. Fleming, Miss T. Greenhorn, Geo. R. Gregg, T. K. Hall, Miss M. Hill, E. G. Hull, W. S. King, H. Komada, S. Komura, Mrs. Komura, Miss Komura, Mrs. D. F. Maloney, H. D. Morrison, H. S. Moss, Miss S. Nakawo, Commander W. R. Jarker, Mrs. Powell, Mrs. John Richey, Mr. Risland, Mrs. Risland, A. L. Sarle, Henry Schlee, E. R. Smith, J. M. Tait, A. H. Pickle, Mrs. Tickle, E. Thomas, T. H. H. Whitehead, Mr. Woodley, Mrs. T. H. Worthington, F. Waldron, Mrs. Waldron.

NEW CRUISER MUST BE DELIVERED HERE

Will Give British Columbia Shipbuilders Advantage Over Eastern Shipyards

(From Wednesday's Daily)

Yesterday advices came from Ottawa that the marine and fisheries department is inviting tenders until next month for the construction of the fishery protection cruiser for which fifteen months ago, $300,000 was appropriated, and the specifications call for the delivery of the completed vessel in Victoria. This will give British Columbia shipbuilders a considerable advantage over their eastern competitors. The necessity of delivering the steamer here will more than counteract the difference in the price of labor in east and west. The Polson Iron Works, Collingwood, and other eastern shipyards had prepared to bid for the construction of the steamer before it was known that the specifications called for delivery at this port, the marine department having recently decided upon this, following the receipt of an influential petition from this city.

The original plant of the marine department was to have the bids open to all shipbuilders, and it was probable under those conditions that the work would go to one of the British shipyards. Specifications which have been sent to the various agencies of the marine department provide for a twin screw steel steamship, 250 feet long, 23 feet beam and 17 feet deep, with reciprocating engines to provide a speed of eighteen knots an hour. Delivery to be made in Victoria.

It is hoped that the contract will be secured by a local firm and the new cruiser will be in every sense a local vessel, designed here and built here.

SHOT BY ROBBER

Montreal Tobacconist Wounded by Desperado Who Intended to Raid His Till

Montreal, April 13.—Another shooting affair took place tonight, at 31 St. Antoine street, when Alphonse Martineau was held up in his store.

Martineau, who keeps a tobacco and barber shop, was just closing up his store for the night when two men came in and asked for a packet of cigarettes. He was counting his cash at the time, and was alone in the shop. Martineau gave the men the cigarettes, but they refused to pay for them, and while a dispute with one man was going on the other man went behind the counter and tried to rob the till.

Martineau picked up a hammer and threatened to strike the robber. The other man then drew a revolver and fired, the bullet hitting Martineau in the right breast. Both men escaped, leaving the contents of the till behind.

Martineau, who will recover, was taken to the General hospital. He states that one of the men is known to him.

TROUBLESOME DREAM

Manager of Thornhill Bank and His Story of Attempted Robbery—Suspects Detained in Jail

Toronto, April 14.—Crown Attorney Drayton today issued a statement regarding the action of the crown authorities in withdrawing from further investigation of the alleged attempt to rob the Sterling bank at Thornhill. The detectives had only the story of Manager Henry to go on, and he told them now he had been fired at by a man working at the fan-light over the door of the bank, and had been finally struck unconscious by some one in the bank. The examination by the detectives revealed no traces in the muddy ground outside the bank of any one having been there. There were no marks on the window sills, the door was not tampered with, and even the dust on the fanlight was untouched. Henry, himself, under examination, admitted to the officers that the idea of robbery might have originated in a dream. In the meantime three unfortunate men whose only crime was that they were walking along the Foundry road, looking for work, have been kept in jail on suspicion of being connected with attempted bank robbery that never occurred.

Died of His Injuries.

Montreal, April 14.—Lawrence Price, the electrical engineer who fell down the shaft in the Algoma mine last week, and who was brought to the general hospital here, died today. He was the son of H. M. Price, the well known lumber king of Quebec.

THORDIS GOES NORTH

Norwegian Steamer Chartered by Mackenzie Steamship Company Has Good Facilities

(From Wednesday's Daily)

The Norwegian steamer Thordis has left Vancouver on her first trip to northern ports and Skagway, under charter to the Mackenzie Steamship company. She is carrying coal and a large consignment of ties and bridge timbers for the White Pass & Yukon railway.

The Thordis has exceptionally complete facilities for handling heavy cargo. Four hatches, each 20 by 15 feet, open to the fore and aft holds, and 'tween decks—the largest hatches on any coasting freighter in these waters. Besides these big hatches the Thordis' 'tween decks are accessible by means of large side ports through which the quick loading of cattle may be conveniently performed.

In connection with the transportation of cattle to the north, large numbers of which will be handled by the Thordis during the present season, stalls will be erected in the 'tween decks and the quarters for the animals will be better than ever afforded before. The 'tween decks is well lighted by incandescent globes carried in protected stands depending from the main deck beams. Aft on the main deck roomy quarters are provided for the men attending the cattle.

STEAMER BOUGHT AT LIVERPOOL

Union Steamship Company Reported to Have Made Addition to Fleet

CARIBOU ON WAY HERE

May Run Coast Service For Grand Trunk Pacific—Improving Camosun

(From Tuesday's Daily)

The Union Steamship company of Vancouver is reported to have purchased at Liverpool a new steamer, larger than any of the steamers now used in the company's fleet for the British Columbia coast service. According to the report current the new steamer was bought by Gordon T. Legg, manager of the Union Steamship company, who went to the Old Country on business with regard to the construction of the company's new steamer Caribou, built at Ayr, Scotland by the Ailsa Shipbuilding Company. The Caribou, which is similar in construction to the Camosun though larger than that vessel, has left the Clyde for Victoria, and is expected to arrive here about the beginning of July when the Camosun and Caribou will run alternately in a twice-a-week service to Prince Rupert and way ports.

The new steamer is said to have been purchased from a firm of shipowners operating a line from Liverpool in the British coasting trade. With the new steamer Caribou, the Camosun and another larger passenger steamer added to the Union Steamship company's fleet that line will be well equipped for the growing trade of the Northern British Columbia coast ports.

The report is current, although no confirmation can be learned, that an arrangement is pending whereby the Union Steamship company will enter into an arrangement with the Grand Trunk Pacific Railway company to operate a British Columbia coast service as a feeder to the new transcontinental road, similar to the C.P.R. British Columbia coast service in connection with that system.

The steamer Camosun, scheduled to arrive tomorrow and sail tomorrow night for Prince Rupert and way ports will be delayed at Vancouver until Friday and will not come to Victoria this trip. As soon as the steamer reaches Vancouver about 7.30 p. m. today a force of carpenters will be put to work to build extra berths to accommodate 70 or 80 more passengers, and the steamer will sail on Friday night from the Terminal city. The Camosun has a certificate for 400 or more passengers, but the company has never put in accommodation for all these. So brisk has been the business between here and Prince Rupert for the last four trips that something was bound to be done to prevent disappointing the men who besieged the office on sailing nights.

DERELICT SAWLOGS

Efforts Made to Gather up Remains of Boom Broken up Near Vancouver

Vancouver, April 13.—Efforts are being made to secure at least a portion of H. A. Jones' boom, which was lost outside the Narrows last week when being towed round to False creek by the Clara Young. Captain Mortimer, of the steamer Sechelt, reported on Saturday that the logs were scattered along the beach from Gower point to Mission point, and the tug Le Roi was sent up on Saturday to see what she could do in the way of salvage. A number of logs have been washed ashore at Roberts creek, and six teams were busy dragging them beyond high water mark and piling. It is hoped that the bulk of the logs will be recovered.

A new camp will be started at North West Bay, near Sechelt, this week. Paul Lux went up on Saturday with an outfit and will erect a small mill in that vicinity. There is splendid timber there, but the troubles start after the logs are in the water. The bay is exposed, and it is very difficult to keep a boom together.

Lake and Rail Route.

Winnipeg, April 13.—At the general freight department of the C.P.R. this morning it was learned that, commencing April 18, freight will be accepted from points east of Moose Jaw and on April 16 from points west of Moose Jaw destined from eastern Canada. The freight will be routed lake and rail.

TO EXCHANGE TEACHERS

German and United States Pedagogues to Pay Mutual Visits

Berlin, Germany, April 13.—German educational authorities are enthusiastic regarding the proposed plan for a "teachers' exchange" between the United States and Germany, which they believe will rival the present "professors' exchange" in practical benefits. Inquiries at the ministry of education disclose that the project has the active support of the highest government officials, the negotiations which led to its adoption being carried on with the Carnegie foundation by Ambassador Speck von Sternburg with the approval of Chancellor Bulow.

According to the plan presented, the German teachers and under professors who take positions in American high schools or academies as instructors in the German language will have part of their expenses defrayed by the authorities here. Americans who come to Germany, will receive an honorarium of 110 marks ($27.50) monthly, but they will give only two lessons weekly, which will leave them ample time to carry on their own studies.

Though the project has just been made public the ministry of education already is receiving applications from young men who desire to gain American experience. The students who will be sent to America next fall will be established in eastern towns, but the officials express the hope that later the exchange will cover a wider field, extending at least as far west as Chicago.

A pair of old cut glass ship's decanters, which formerly belonged to Nelson's colleague, Admiral Collingwood, were sold at Knight, Frank & Rutley's rooms recently for £24 3s.