pell 23

rsons Killed ? dings Demolas and Okla-Twisters"

s, April 20.—A d a path two nity of Waldron, here at 4 o'clock ht death to one others and did of farm buildamounting to

April 20.-Two ups fatally inwhich visited niles west of here

April 20.-Fifty ned at the town women were

was killed and red, several die. Twenty-five stone business ool house, were

n Yukon, Dover, ssy, according to They merged wept to the northand telegraph e where the storm aken the heaviest ssion.

# S COMPASS

NTS

ors Establishing Triangulation

to an interview his invention is Mauretania when ol. The employtus, it is stated is of fog at sea.
If refused to exafter the Patent his papers, but he and, with a penmpass is meant

and a series of various intervals said Mr. Marconi, ses, and all these ut wireless flashes errific sterm. You your skipper is in to supply exactly By means of the which will be used kind of work, we n his sense of direc-k out the rest of

self." natter of triangula continued, "Your lighthouse to his his left; he triantes. He knows just s. He picks up a on with the lightthat into his triannows just how near

### TRICIA NEW SERVICE

Daily Trip Between anaimo After Be-Next Month:

ess Patricia, which into an oil burner hinery Depot, is to the Vancouver-Na 1st, and it has the schedule will daily service duronths. Capt. W. J. he C.P.R. steamship the following letboard of trade, revice:

question as to the ncess Patricia be-Vancouver, I beg not yet definitely le, but we have in er two trips a day, 7 a. m. and again on. Returning. W ouver at 10 o'cloc night.

ssible, induce durge numbers of Van end a portion of the here they can have etc. Also to give ss man a full busi-

oard of trade has nake, we would be t should be remem ss Patricia will be to operate, and she mbers of passengers

# SHIPBOARD

Passenger on City bed on Way Here r City of Puebla, of

San Francisco, named L. Marcon, a fifty years, died of deceased booked for teamship cofficials ing to locate any without results. The Seattle.

h board is considat pupils residing at

n the schools be by the controlling

Italian Fleet Off Entrance to Straits—Warship Reported to Have Been Sunk by the

LONDON, April 18.—Cannon-firing was heard at the entrance to the Dardanelles at noon today, according to a dispatch received from Lloyd's signal station in the Dardanelles. It is believed the Italian fleet has egun an attack on the forts of the

straits, but no details have come to The bombardment of the Dardanelles began today, according to a special dispatch received here from Constantinople. One of the Italian warships was damaged by a shot from

the land batteries. CONSTANTINOPLE, April 18.—The Italian fleet is reported to have appeared at the entrance to the Dardan-

One Italian warship is said to have

ATHENS, Greece, April 18.—Two divisions of Italian warships, each comprising a dozen ships, passed Skyro Island, in the Aegean Sea, yesterday, sailing to the north.

### RAPID PROGRESS ON G. T. P. CONSTRUCTION

Mr. Gellingwood Schrieber Comple Trip of Inspection—Most Diff-oult Part Is Pinished

OTTAWA April 18. — Collingwood Schrieber, chief consulting engineer for the Dominion government, has just returned from a tour of inspection over most of the recently constructed portion of the G.T.E. main line in the West. He was as far west as Tete Jaune Cache, which is fifty miles west of Yellowhead Pass.

In conversation with repres In conversation with representatives of the press, Mr. Schieber stated that the G.T.P. is now completed to a point, 278 miles west of Edmonton or thirty miles west of Yellowhead Pass. The track has been laid from Prince Rupert 164 miles eastward. This leaves a gap of 490 miles still to be constructed. Mr. Schrieber remarked on the fact that the line so far built in British Columbia represents the most difficult portion of

By the end of the present month 35 more miles will be graded on the section this side of Tete Jaune Cache, while on the section east of Prince Ru-pert grading is being done to a distance of 245 miles from that city. Mr. Schrieber reports that labor conditions re unsettled in the northern part of British Columbia, although conditions are better than they were a year ago.

### BARGE TAKES ROLLING STOCK TO RUPERT

Locomotive and Cars Taken on the Barge Georgian II, in Tow of Tug Recort

The big barge Georgian II, is on the way to Prince Rupert in tow of the tug Escort, carrying a locomotive and tender, two box cars, one caboose and twenty flat cars. The full consignment of this G. T. P. rolling stock from the company's shops at Winnipeg, consists of this learning the consists cabcoses, two box cars, and forty-nine flat cars. The remainder will be taken by the same barge, Georgian II. Jater. The barge which is very much on the lines of a scow with bulwarks-is powerfully built and equipped with a steam windlass. The locomotives and cars are run over an apron direct from the company's rails on land to the company's rails on the barge. The flat cars are double-decked, that is, rails are placed upon the top of the bottom tier, and then, at tide, when the barge is sufficiently low in the water, the rest of the cars are run along the rails which have been laid upon those be low. The top cars are lashed, and all the cars have their brakes in use and

The Georgian II. is 202 feet long with a 40-foot beam and has been running up to Prince Rupert during the past two years. The greatest care is exercised in taking consignments up north—the present consignment is worth about \$35,000-but there is aways a certain amount of risk when the sea is at ali rough, and it will be remembered that the Georgian II, was wrecked several years ago. The G. T. P. tug Escort, which has had her broken flange repaired on the Wallace ways, and which will tow the barge, is a particularly powerful tug. The trip there and back occupies about ten days, and then the Escort will tow the barge to Prince Rupert with a large quantity of contractors' supplies being sent there for a Mr. Harris, a well known Seattle

shoes gripping the wheels onto the

### SHIP FRIEDA REPORTS FATALITY ON BOARD

Deck Boy Fell Into Lower Hold on Voyage from Santa Bosalia and Was

PORTLAND, Ore., April 18.-Capt. C. Marck of the German ship Frieda re-ports that on March 13, when the vessel was four days out from Santa Ros-alia, Walter Lehmann, a deck boy, fell nto the lower hold and was so badly injured that he died two hours later without recovering consciousness. The lad was 19 years of age, His parents

The Frieda arrived here after en- Roose countering Tight and head winds pract 1,136.

tically all the way up the coast. She was picked up, by the tug Weilula, seventy-five miles off shore. The tug secured the schooner Resolute in the same locality and towed the two vessels into port tandem.

Although the Frieda missed her canceling date she will be retained by Neame & Co. to load 2,000,000 feet of lumber for South Africa.

In January the Frieda was chartered at 60 shillings, and the contract specified that she must arrive by March 31. It is optional in all charters whether the company engaging a vessel keep her if she fails to put in an appearance as soon as specified, or permit the owners to seek other busi-ness for her.

Since the Frieda was chartered at 60 shillings, the rate for similar tennage has advanced to 70° shillings, and natrally the company engaging her several months ago has decided to retain the vessel: It is said that the increase at which she was taken will be ample to pay a big share of her port expenses.

"Andania" and "Alunia" are the names officially fixed by the Cunard company for their two important liners to be built by Scott's Shipbuilding & Engineering company on the Clyde for the Canadian service from Southamp-Canadian service from Southamp-The vessels will be 18,000 tons

Cross Country Rec LOS ANGELES, Cal., April 20.-By LOS ANGELES, Cal., April 20.—By winning the Times modified Marathon of 12 miles in one hour, 12 minutes and eight seconds today, Philip Zeyoums, of the Sherman Indian school in Riverside, not only established what officials said to be new world's record for cross country running for 12 miles, but grobably insured immersif a place on the United States toward supports that will United States team of runners that will be sent to compete in the Olympic games in Stockholm. Zevouma finished his race alrong, The record for 12 miles is 1:02:00, but this was made

Three Sailings a Day Between Victoria and Vancouver and Two Between This Port and Seattle -web towels on

Beginning on April 29 next the inter-Beginning on April 23 next the interport ferry services between. Victoria and Vancouver and Victoria and Seattle will be much improved. There will be three sailings daily from both Victoria and Vancouver and two sailings from Victoria and Seattle. The Princess Vivtoria and Princess Charlette will alternate on the triangular route, and the steamers Princess Adelaide and Princess

ternate on the triangular route, and the steamers Princess Adelaide and Princess Alice will alternate on the Victoria-Vancouver run.

The addition of the steamer Iroquois, which will run through to Tacoma, will give a double salling to and from Seatile daily, the American vessel leaving in the morning and the Princess Charlotte in the afternoon. The improved service is expected to result in a sreat increase of travel. Last season witnessed the biggest travel since the steamers Another addition to local services is that inaugurated between local ports. Another addition to local services is that inaugurated between Victoria and Port Angeles by the little seamer Enterpy, which now makes trips three times a week between the two ports, leaving Ewans, Coleman & Evans wharf atternoon the result in a stratel increase the standard pressor and the Victoria shows. That he was correct is evident by the entries being received here.

Two of those coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to either the standard bred or the thoroughbred. One is Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Victoria shows. That he was correct is evident by the entries being received here.

Two of those coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to coming from Alberta are horsemen of prominence in the horse and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing saddle horses and jumpers, and the Count de Channete who is bringing to urdays. It is stated that as travel in-creases the schedule will be improved and it is likely that a lorger vessel will be secured for the run.

Three Men Injured When Locomotive and Coaches Leave the Rails in Whatcom County

BELLINGHAM, April 19 .- The Canadian Pacific trans-continental train run-ning over the Northern Pacific tracks from Seattle to Sumas was wrecked this afternoon a mile south of Nocksack, in Whatcom county and engineer T. Bev-anes; Fireman Fred Butts; Brakeman George Hadley of Seattle and one pas-

George Hadley of Seattle and one passenger were injured. A special train was run from Sumas to the scene of the wreck and removed the injured to the Sumas hospital.

The locomotive, baggage and mail car, smoker and day coaches were derailed but the dining car and pullman remained on the tracks. The engine and baggage coach were thrown at right angles to the rails while the other coaches were turned partly over. The train was running at about 30 miles an nour when the rails spread. A humber of passengers were slightly injured, none seriously. The wrecking crew went to the scene of the wreck from Seattle tonight.

Celebrated Irish Thoroughbreds, Recently Brought From Great Britain, Entered in Victoria's Spring Show

For the special benefit of Victorians interested in the sport arrangements have been made for a number of purely local events in connection with this city's first spring horse show, which will be held on May 2, 3 and 4. The management is taking this step at the earnest solicitation of a large number of island equestrians, and there is no doubt that these competitions will attract a particularly large entry.

There is a jumping contest for

tract a particularly large entry.

There is a jumping contest for ladies, over four hurdles, performance only to count, for which a silver cup is offered the winner, a silver medal for second, and a bronze, medal for third. This will be followed by a riding competition for girls (noylee), the awards for which are a cup and medals. The boys under sixteen years have not been forgotten, a jumping event having been arranged for them. event having been arranged for them. The successful ones will receive prizes to the value of \$10. \$7, and \$5. The last will be a combination class, in which are hung up a cup and two

During the past few days Secretary George Sangster has been receiving semany high class entries that he confidently expects the forthcoming show to measure up to the standard set up by that which is held here in the fall during exhibition week. Among the most notable of those which came to hand yesterday were the famous Irish jumpers recedity brought to British olumbia from the Old Country and which are in charge of Mr. A. Doyle, who is making his home at Vancouver. These beautiful animals have been shipped from Great Britain to form the nucleus of a thoroughbred stock farm in this province, it being the opinion of their owners that the conditions are more suitable here than anywhere else for the breeding of horses of the required quality for entry in the Grand National and other well-known steeplechases. Those coming to Victoria include Shamrock, St. Johnson, Hawsen, America, Shea and Valentine. They are reported to be as fine a lot as reported and their performances are being looked forward to by enthusiasts as one of the features of the event. Famous Irish Jumpers

When Dr Medd, of Victoria, returned from Calgary, where he judged that city's show, he stated that the horsemen of the prairies were much taken Columbia from the Old Country and decided almost to a man to come to the Pacific coast with their stables. Their intention, Dr. Medd stated, is to participate in the Vancqueer and the Victoria shows. That he was correct is evident by the entries being received here.

# BEE-KEEPERS TO SEE DEMONSTRATIONS

Inspectors of Poul Brood Are Flanning Extensive Series of Meetings, to Regin at Once

Mr. Le Harris, one of the provincia foul brood inspectors, has commenced investigations into the conditions prefoul brood inspectors, has commenced investigations into the conditions prevailing in and around Kelowna district, and at the beginning of next month will attend at the following places to demonstrate the most approved methods of bee-keeping and the use, of the most modern appliances, May 8, Vernon; May 10, Armstrong; May 12, Kelowna; May 14, Westbank; May 16, Peachland: May 18, Summerland: May 20, Naramata; May 22, Penticton, May 24, Kaleden; May 27, Keremeos; May 31, Grand Forks; June 6, Enderby; June 8, Salmon Arm, June 10, Shauwap; June 12, Kamloops; June 14, Ashcroft; June 17, Revelstoke; June 19, Bolden; June 24, Wilmer and Windermere.

In the Chilliwack district Mr. F. D. Todd, another foul brood inspector, will hold apiary demonstrations at 2:30 p. m. each day on Saturday, April 20, at the apiary of Mr. John McCutcheon, Chilliwack; April 23, at the apiary of Mr. John McCutcheon, Chilliwack; April 23, at the apiary of Mr. J. W. Fletcher, Sardis; April 25, at the apiary of Mr. J. W. Fletcher, Sardis; April 25, at the apiary of Mr. S.

A. E. Willis, Chiniwack; April 21, at the apiary of Mr. J. W. Fletcher, Sar-dis; April 25, at the apiary of Mrs. Mercer, Bosedale, and on the 26th at the apiary of Mr. John Chapman,

railed but the dining car and pullman remained on the tracks. The engine and baggage coach were thrown at right angles to the rails while the other coaches were turned partly over. The train was running at about 30 miles an nour when the rails spread. A number of passengers were slightly injured, none seriously. The wrecking crew went to the scene of the wreck from Seattle tonight.

OREGON PRIMARIES

PORTLAND, Ore., April 19—Meagre returns from Portland and the state primary elections held today show Theodore Roosevelt, President Taft and Senator Le Pollette are running meck and nack for the Republican preference for presidential nomination, with coll. Roosevelt in the lead. The totals at midnight from the entire state give Roosevelt 1,594; Taft 1,285, La Follette 1,136.

It is a form of bee paralysis in very acute form; the bees cannot fi but only run and crawl, congregating in small bunches. It is ten-times more in small bunches. It is ten times more destructive than foul brood and makes a clean sweep of the stock, spreading over a whole district. The losses of Scotch bee-keepers when the disease reached the north of Great Britain amounted is some cases to as high as 90 per cent. A thorough investigation has been begun in the Old Country and it is hoped that its results may at any rate effect the diminution of the spread of this plague when once it develops.

Tribute of Congress WASHINGTON. April 19.—Formal tribute to the Titanic's dead was paid today by the house of representatives when it adjourned until tomorrow. STRIKE SITUATION

# Forty-four of Armed I. W. W. Agitators Arrested for Attempting to Interfere With

Construction Operations

LYTTON, April 18 .- Forty-four mem-

camp near Savona vesterday. The provincial porice were mobilized at the camp yesterday morning in time to prevent the mob from running the men away from the works.

While the officers and strikers were milling around the grade a donkey engine came through and struck one of the strikers, breaking his thigh and otherwise injuring him. He was taken to the hospital in Kamloops.

All of the strikers were searched and their illegal arms, consisting of knives and billies, were thrown into the river. There were about thirty officers con-

There were about thirty officers con-

There were about thirty officers con-nected with the affair. These from Spuzzum and Norsis head arrived too late to be of any assistance. Alex. Bothwell, night watchman for Griffin & Welch at Lytton, who last week shot a striker in the tee while preventing a raid on the company's camp and who has since been held in Kamloops under \$5,000 bail, was this morning discharged and returned to his work. Mr. Bothwell, after having been deputized, threatened to shoot the first man who put a root inside the door of the building he was quarting. One of the building he was guarding. One of the strikers stuck a leg in and had his calf punctured. The camp was not raided, but next day Bothwell was arrested and was only discharged today.

That the provincial police are getting the strike situation well in hand along the line of the Canadian Northern construction is indicated by the following telegram which the attorney-general received last evening from Savona from Superintendent of Provincial Police Colin S. Campbell:

"Daly's camp working. Testerday over one hundred strikers threatened to drive constables and men off the works. Reinforced by eighteen constables and forty-three made prisoners. All go to Kamloops tonight. All the other men ordered to leave town and are going. One hundred men marched to track west of Yale yesterday. Brought back and ordered out of fown."

Commander F. H. Walter has been appointed to relieve Commander G. W. Vivian in command of H. M. S. Shearwater, and will assume the post now held by him as commander-in-charge for station duties on the West Coast of

Commander Walter is now en route to this coast, and will probably join H. M. S. Shearwater at San Francisco, where the sloop-of-war is undergoing repairs in consequence of the damage sustained off the coast of Mexico, from where the vessel was towed to San Francisco by her sister warship H. M. S. Algerine.

Commander Walter, who comes to take command of this station as senior Imperial officer, is not new to Esquimalt. He has served on several vessels stationed there. For one year he was a sub-fleutenant of H. M. S. Champion, and was in the flagship Royal Arthur for two years as a lieutenant, and for six years he served as a lieutenant of the Posts.

# KOSMOS LINER AT THE OUTER WHARE

erman Steamer Setos Arrives with a Shipment of Nitrate for Victoria Chemical Works ,

The steamer Setos, Capt. Vaubel, of the Kosmos line, reached the outer wharf yesterday morning to discharge a shipment of nitrate from Chilian ports The Kosmos liner, from Hamburg via about 70 ports of call mostly on the south and central American coast, is 115 days out from the German port from Mazatlan to San Francisco the German steamer carried a number of

refugees who left mexico owing to the troublons conditions.

Officers of the Setos report that the Hamburg-Amerika line is building the first of a fleet of steamers to ply to the North Pacific coast via the Panama canal. The Kosmos line is a subsidiary concern of the big German shipping

company. The annual report of the Kosmos company, just issued, says:

Our smaller and older vessels, viz:
"Neko," "Ramses," "Memphis," "Hathor" and "Luxor," which were no longer suitable for our requirements, were sold last year, also the "Penotor" and "Menes" at the beginning of this year.

To make these we have contracted company to the second seco "Menes" at the beginning of this year. To replace these, we have contrasted for five cargo steamers, each of 12,000 tons carrying capacity, of which four will be built by the J. C. Tackienborg Co., Ltd., Geestemunde, and one by the Flensburg Shipbuilding Co., Ltd. They will be delivered to us in May, July and August, 1912, also in January and March, 1913, so that our fleet will then again consist of 33 vessels, altogether.

Our export trade has been considerably increased, in consequence of much railway material having to be sent out, also in consequence of the erection of various sait petre works. Against this, the increase in the export of ordinary merchandise is nothing worth mentioning.

Our traffic with the ports of the west

Our traffic with the ports of the west coast of Central America has suffered somewhat severely, as the coastal steamship service on the Atlantic side of the isthmus has been much improved of late, and this assists the railways in quoting lower rates of freight, and thus inducing traffic via that route. As the opening of the Panama Canal is anticipated in the near future, several small lines have already commenced running services to the neighboring ports, and this has resulted in a reduction of our outgoing trade to California and British Columbia. What changes will be occasioned or necessary, in the working of our line on the opening of the Panama Canal cannot at present be determined, but this will receive due consideration when the time arrives. Our traffic with the ports of the west

# STEP TOWARDS BRIDGE PROJECT

Sir W. Mackenzie Secures Bute Inlet Charter and Will Commence Building Road at Early Date

TORONTO, April 19.—Sir William Mackenzie has secured the Bute Injet charter which means that nearly every available vantage point in British Columbia have to a great extent been pur-chased by the Mackenzie-Mann interests. The possibilities are that twenty miles of the Bute Inlet line will be constructed

The conclusion of this road will develop the morth end of Vancouver Island. Its construction will bring into prominence the grea undeveloped riches of the Comox district, which is looked upon as one of the best timber, mineral and agricultural districts in the province.

The taking ever of he charter by Sir William has an important bearing upon the building of the Seymour Narrows bridge. In other words, the thin end of the wedge is now in and will be driven home by two of Canada's greatest and most progressive rallway builders.

It is understood that the Canadian parliament will shortly look into the cost of this great national undertaking and once its importance is fully understood, no time will be lost to complete the chain of Empire from the Atlantic to the Pacific. The bridging of Seymour Narrows, will cost in the neighborhood of from sixteen to twenty millions of dollars. Narrows, will cost in the neighborhood of from sixteen to twenty millions of

The SHEARWATER

Will Advance Progres

The Hon Richard McBride is alive to the encessities of the people and will likely confer with the Borden ministry at an early date, as to the best methods to bring about a proposal that will be satisfactory to both the Edderal and provincial soveriments.

The Grant McBride is alive to the encessities of the people and will likely confer with the Borden ministry at an early date, as to the best methods to bring about a proposal that will be satisfactory to both the Edderal and provincial soveriments.

The superintendent of the girl's home are expected in May and about the same proved extramely costly. Wages, supplies, material risk of management run from thirty to thirty-dive per cent higher in the west than in the east, and it is doubtful if the Canadian Northern Pacific will do much better than earn its find under the completion. Measure Markenies and Mann have been a tremendous help to the provinge of Fittlan Columbia and although it is not more than three years in the cast, and will pressally join the provinges of Fittlan Columbia and will pressally join the provinges of Fittlan Columbia and will pressally join the provinges of Fittlan Columbia and whough the provinges of Fittlan Columbia and whough the same results and way the most courageous operators. In western Canada, and the provinges of possing up new channels that as from the fittle was sowed to Mexico, from where the was the did were the fittle beautiful to the provinges of the standard of the

# JUDGMENT RESERVED ON EXTRADITION

But Expectation to That Both Dean an dMoHamara Will Be Beturned to British Columbia for Trial

Judgment has been reserved both at Los Angeles and at New York in the proceedings initiated upon request of British Columbia for the extradition of the men Dean and McNamara, as prin-cipals in the robbery of the New Westminster branch of the Bank of Montreal in September last. In both cases it is anticipated that the desired orders will be made.

McNamara is believed to have been

McNamara is believed to have been the organizer and leader in this notable robbery, and he is understood to have admitted 'without prejudice" to the Pinkerton detectives engaged in the case that this supposition is quite correct. Dean, who was, according to police information, a subordinate figure in the case, will very probably become a witness for the crown when the matter comes to trial in the British Columbia courts.

Five were in all engaged in the rob-

courts.

Five were in all engaged in the robbery, but as to the whereabouts of the other three the detectives know nothing, although they claim to know the names

# CITY ORDERS OFF

B. C. Telephone Co.'s Linden Avenue Extensions Discontinued by Civic Direction-Officials Explain Situation

Because the B. C. Telephone company proceeded with the erection of poles on city council for permission it has been ordered to discontinue that portion of its extensions. The civic outhorities' reason for the step is that the workmen were not exercising proper care in their treatment of the boulevards not only on this thoroughfare but almost every-

on this thoroughfare but almost everywhere else.

The corporation officials, while admitting that their employees might in some cases have been at fault in this regard, claim that they have absolute authority to prosecute the work by the terms of an agreement entered into with the city under Mayor Robert Beaven which provides that telephone poles may be placed on public streets after plans have been sanctioned by the city surveyor and approved by the city engineer. They state that, in the case of Linden ave. both these conditions were complied with.

A conference was held between the A conference was held between the

A conference was held between the B. C. Telephone company's officers and Mayor Beckwith and other civic authorities after the Linden avenue work was stopped, in order that the situation might be canvassed and some understanding reached, if possible. The company's representatives explained what has been outlined and also stated that, if the line was not permitted to be strung along Linden ave., it meant that the residents of the Fairfield and the Hollywood districts, who have been promised telephone communication when the company moves to its new and up-to-date home on the corner of Blanchard and Johnson streets, would have to be without it for an indefinite have to be without it for an indefinite period. In fact they could not be given connection with the central office until the work was allowed to go ahead.

Underground Wires

It is underground where

It is underground where

It is underground that the question of placing the telephone wires underground also was discussed. In this respect the civic representatives were reminded that in compliance with the terms of the recent bylaw which was placed before the rate-payers and carried by the required majority the company had canvassed the property owners and obtained the consent of 60 per cent to use various buildings for the stringing of whres. A map had been prepared showing where rights-of-way have been secured and where the 40 per cent desired are logated. The expectation was that the dity would exercise the power of expropriation to secure for the company the rights which hate not been voluntarily granted. If the work had been prosecuted with resonable despatch the change, it was stated, would have been completed by the list of next August. But the city had taken no action whatever, and the proposal remained no further advanced.

With respect to the underground wires in the residential sections, it is pointed out that this may be done on a local improvement basis, the company and the property-holders affected sharing the cost of conduits and other expenses.

# DOMESTIC SERVANTS Salvation Army Preparing to Cope with Greater Demand in the Province

supplying municipally owned dwellings at reasonable rentals. The proposals, which are the work of three councillors, would give considerable benefit to large families. The proposed rentals are, for families with three children or fewer, four rooms, \$80 a year; three rooms, \$86.25; two rooms, \$46.25; families with three children or more, four rooms, \$60; three rooms, \$57; two rooms, \$86.25. These prices are calculated in such a way as to give a clear interest on the loan of from 5.7 per cent to 6

per cent. construction of these buildings has already been made, and it is proposed to guns.

It is proposed to place two guns on the C.P.R. wharf, if Capt. Troup permediately. It is proposed that the houses shall be available only for French families with children, and at first only for families that have lived this fire the remainder of the artilleryman who are not serving the field guns and the construction of the special point defences. Under cover of this fire the remainder of the artilleryman who are not serving the field guns and the construction of the special point defences. in Paris at least five years previously. The authors of the project also propose that, if possible, there shall be reductions in rental according to the size of the family and that rentals shall be the family and that rentals shall be fixed at 3 per cent on the capital outley and depreciation on houses for families of eight children, 3 1-2 per cent on dwellings for families of seven children, 4 per cent for families with six children and 4 1-2 per cent in the case of the housing of families with five children.

Empress of Asia, New C. P. R. Transpacific Liner, to Make Maiden Trip Early Next

The C. P. R. liner Empress of Asia, 14,500 tons register, which is to replace the lost Empress of China in the transpacific trade from this port to the Orient, is to make her first voyage in February next, according to advices just received by C.P.R. officials. The Empress of Russie, her sister ship, is to start service a month later. These two big steamers, which have been built for speed and comfort, are 580 feet length and have a beam of 68 feet. It is expected they will reduce the time from Yokohama to Victoria by two days. The fastest time up to the present is that of the Empress of Japan which made the voyage about twelve years ago in 10 days 10 hours.

The Empress of China has been aban oned to the underwriters, who sell the steamer as she lies damaged at Uraga, Japan, by auction, it is ex-pected that the claims under policies held on the Empress of China will be settled on a basis which will work out at 75 per cent on the hull polic steamer was stranded on Shirahama reef on July 26 last and after protracted salvage operations, which cost \$180,-000, the vessel was floated. The hull was insured on a valuation of about \$750,000, and a further amount of \$250,-000 was placed on disbursements. It is writers will contribute 25 per cent toward the settlement and this amount is included in making up the 75 per cent

The new steamers for the Nippon Yusen kaisha are to be started across the Pacific next month and in June. derson, writing of the additions to this line says:

"The new steamers are the Yokohama Maru, building at Nagasaki, and the Shidzouka Maru, under construction at Kobe. The Yokohama Maru will replace the Tamba Maru sailing from Japan about June 1. The Shidzouka Maru will replace the Inaba Maru later in the summer. It is understood that the Tam-ba Maru and the Inaba Maru will be employed on one of the Indian routes. The new vessels have a gross tonnege of \$200, a length of 400 feet, breadth molded of 50 feet, and depth molded of 30 ed of 30 feet, and depth moided of 30 feet. They have been constructed to carry 28 saloon passengers, and 350 in the steerage. The propelling machinery consists of two sets of triple-expansion engines supplied by steam from double-ended marine bollers, and their contract speed is to be a mean 15 knots.

"It is also announced that the com shipbuilding yard a steamer of 15,000 tons to be placed on the European run, tons to be placed on the European run, which vessel is expected to be completed in August, 1913, and one of 6500 tons, to be allotted to the American line and to be completed in June of next year. From the Kawasaki shipbuilding yard has been ordered a steamer of 15,000 tons for the European line to be completed in October, 1913, one of 6500 tons for the American line to be completed in November, 1913, and one of completed in November, 1913, and one of 3500 tons for the Shanghai line to be completed in the same month. The com-pany has also ordered from a British shipbuilding yard a 3500-ton steamer for the Shanghai run, to be completed May,

"The construction of so many v is understood to have regard for the extension of the company's business to the east coast of North and South America through the Panama canal. It is the announced intention to run steamers to New York and Brazil, and the company is now making preparations for a Yokohama-New York service for which it is considered that 11 steamers of 8000 to 10,000 tons will be needed. In the meanwhile its new vessels and improved equipment will afford a fort-nightly schedule from Hongkong to Seattle. It has not yet been whether Manila will be a regular port of call for steamers of the line."

# SHAM BATTLE WILL MARK VICTORIA DAY

Pifth Regiment Planning a Spectacul Attack On Marine Hospital Point After Nightfall

The Fifth Regiment, C.G.A., under Lieut, Col. A. W. Currie, officer commanding, responding to the request of the committee for the Victoria Day celebration, is planning a spectacular sham battle which will add much to the holiday programme.

It is proposed, if the privileges offered two years ago, when the plan was proposed and was not carried out owing to the death of His Majesty King Edward, can be secured, to make an attack from the city side of the harbor on Hospital point on the Indian reserve. There a "fort" will be held by a force of the local artillerymen, and this will

this fire the remainder of the artillerymen who are not serving the field guas
will be taken in boats to make a landing to carry the Hospital point fort,
where a stock of fireworks will be
placed to add to the spectacle.
The attack on Hospital point, which
promises to be one of the chief restures of the Victoria day relabration,
will be held soon after nightfall.

Passenger traffic from Prince R ert to Skeena Crossing will be in gug urated on May 1.