The Meeting Was Lively

Board of Trade Adopts Report of Committee on Blakeslee Despatch.

Minority Report Read But Not Received—Mr. D. R. Ker Is Indignant.

Over One Hundred Members Were Present—C. P. R. Hotel Contract.

(From Saturday's Daily.)

There was an unusually large and lively meeting of the board of trade yesterday afternoon, among other items of business, the report of the special committee on Mr. Morley's charges against Secretary Elworthy was dealt with. There were over one hundred members present. Mr. C. F. Todd presided and the following is a list of those who attended:

Messrs. Pitts, Robertson, Lubbe, Morley, Bostock, Smith, Clement, Grant, McQuade, Rickaby, Vincent, Marx, Marvin, York, Hunter, Prior, Flumerfelt, Patterson, Christie, Parker, King, Okell, Drury, Henderson, Leizer, A. Robertson, Andrews, L. W. Hall, Hardress Clark, Simon, G. Burns, Mayor Barnard, Temple, Leason, Langham, Langley, Munsie, Helmcken, Stabbrook, Douglas, Cox, Fraser, Pendray, Shaw, Lindley, Ker, Beckwith, E. A. Johnson, Forman, Thompson, Henderson, Oliver, Holland, Scott, Pauline, Robertson, Forrester, Lugrin, S. Sea, jun., Sorby, Barnsley, Smallcross, McGregor, Wootton, H. Smith, Mitchell, Jones, Ross, Haywood, Redfern, Roberts, Pearson, Billinghurst, Bond, J. K. Burns, Mounteith, R. Wilson, J. E. Wilson, Bell, J. H. Lawson, Goward, C. E. Clarke, Goodacre, Boggs, Gray, C. Spencer, T. Walker, F. W. Bullen, Gosnell, Pither and several others.

The first business on the order paper was the matter of fire insurance rates, concerning which the Vancouver Board of Trade had requested the local board to take action. The secretary was instructed to find out exactly what the Vancouver board wished to be done.

Mr. A. A. Mara, chairman of the special committee appointed to inquire into the charges made by Mr. A. J. Morley against the secretary of the board then read the following report of the committee:

To President and Members, Victoria, British Columbia, Board of Trade.

Gentlemen—Your committee appointed at the last quarterly meeting of the board "to thoroughly investigate the charges made by Mr. Morley and report to the board" beg to submit the following:

As the charges made by Mr. Morley at the quarterly meeting were vague and indefinite, he was requested at the first meeting of the committee to make a specific charge. He then handed in a sworn statement covering three typewritten pages (Exhibit A). The committee experienced considerable difficulty in defining the charge, but Mr. Morley finally confined it to charging Mr. Elworthy with having stated in Mr. Drury's office in an ungentlemanly manner that he, Mr. Morley, was wholly responsible for the publication of the following despatch published in the Vancouver News-Advertiser:

"Victoria, April 7.—Mr. B. H. Blakeslee, representing the Frontenac Cereal Manufacturing Company, of Kingston, Ontario, came here to establish a large manufacturing branch of his firm's business, but receiving so discouraging an account from the secretary of the local Board of Trade, that he has gone home with an adverse report. It is understood that strong influence was brought to bear on the secretary to prevent the proposed intrusion of a competing company here. The secretary acted without knowledge of the executive of the Board of Trade. It is considered that a serious blow has been dealt the interests of Victoria, and the matter is to be fought out."

Mr. Elworthy denied having stated that Mr. Morley was wholly responsible for the publication of the despatch, but admitted having stated he believed Mr. Morley was responsible for the latter part, which reads as follows:

"It is understood that strong influence was brought to bear on the secretary to prevent the intrusion of a competing company here. The secretary acted without the knowledge of the executive of the Board of Trade. It is considered that a serious blow has been dealt the interests of Victoria and the matter is to be fought out."

Mr. Elworthy in support of, and in justification of the statement made by him, produced the following letter from Mr. Wheeler:

"April 12, 1904.

"Dear Sir—In response to your request for a written statement as to what occurred at the Blakeslee interview and subsequently on the same subject, I beg to state that I called on Mr. Blakeslee at the Driard hotel on Wednesday night, the 6th inst., to interview him re projected starting of a cereal factory in this city by his firm, the Frontenac Cereal Company of Kingston, Ont. During this conversation Mr. Blakeslee informed me that he had approached the Board of Trade and had told by the secretary that any one who tried to establish a cereal factory in Victoria was a G——d fool. He then proceeded to state that it was no wonder Victoria was considered slow, etc. The following morning I met Mr. Morley and related the conversation to him, asking him if this man had approached the Board of Trade. He said that the matter had not been brought up before the council, and if the secretary had discouraged the man, it was not from any instructions from the board. I related the whole of the circumstances to Mr. T. L. Graham, the Associated Press correspondent, who telegraphed the matter away. I may say that the Colonist has written Mr. Blakeslee to get him to put over his own signature what really did occur according to him, and until such reply is received the paper has decided to have nothing to do with the matter in any way or shape.

"In justice to Mr. Graham, I may say that I told him that Mr. Morley suggested that you were put up to discourage Mr. Blakeslee, if you did discourage him, by Mr. Dave Ker.

"Yours faithfully,

"ARTHUR WHEELER."

Mr. Elworthy then handed to the committee a copy of a letter he wrote to Mr. Blakeslee at Vancouver calling that gentleman's attention to the telegram (Exhibit C), and his telegraphic reply that "he knew nothing of the statements and didn't know who made it."

The committee examined several witnesses and have come to the following conclusions:

That Mr. Wheeler called on Mr. Blakeslee at the Driard on the night of April 6 and obtained an interview with that gentleman just prior to his departure for Vancouver the same night;

That the same night Mr. Wheeler informed Mr. Sargison of the purport of his interview, and that Mr. Blakeslee told him that Brackman & Ker were using their influence to discourage him, but Mr. Sargison said the paper could not take the matter up without further investigation and corroboration;

That at 1:15 p.m on the following day, April 7, Mr. Wheeler met Mr. Morley on the street, when they discussed the Blakeslee matter, and that Mr. Morley suggested to Mr. Wheeler that if Mr. Elworthy had been put up to discourage Blakeslee, it would have been done by Mr. D. Ker;

That immediately after Mr. Morley's interview with Mr. Wheeler the latter went straight to Mr. Grahame of the Colonist and said "Here is something good," and then repeated substantially what appeared in the press despatch; That Mr. Grahame took down in short-hand what Mr. Wheeler told him, assuring him (Mr. Grahame) "that it was all right," that "there was going to be a good deal of trouble over it, and that the whole story would appear in the Colonist in the morning."

That Mr. Grahame sent the despatch at 2:10 p. m. on the 7th inst., about half an hour after Wheeler had given him the information, and that he would not have sent it had it not been given to him by the assurance that the news was given to him would appear in the Colonist in the morning;

That Mr. Grahame did not discuss the matter with anyone but Mr. Wheeler, and that he did not learn from any other source that strong influence was brought to bear upon the secretary "to prevent the proposed intrusion of a competing company, and that the matter was to be fought out," as set forth in the despatch.

Your committee are of opinion that Mr. Wheeler is directly responsible for the publication of the despatch, but that he would not have attached any importance to the Blakeslee interview had it not been for his conversation with Mr. Morley on the 7th inst. and the suggestions made by that gentleman.

That Mr. Elworthy did not use ungentlemanly language in Mr. Kingham's office.

All of which is respectfully submitted this 25th day of April, 1904.

With the report were present the following exhibits: A, Mr. Morley's sworn statement; B, letter from Arthur Wheeler addressed to Mr. Elworthy; C, copy of Mr. Elworthy's letter to B. H. Blakeslee; D, Mr. Blakeslee's telegram in reply; E, Mr. Elworthy's reply to Mr. Morley's charges; F, Mr. Morley's deductions; G, Mr. Elworthy's deductions.

Of these exhibits A contained statements by Mr. Morley that the secretary stated at a meeting of the council of the board of trade on April 13, that the information for the despatch in question had been obtained from Mr. Morley, and that as a matter of fact he (Mr. Morley) had not seen or spoken to Mr. Blakeslee. Some time after the latter's departure from Victoria Mr. Wheeler had come to deponent and stated that Mr. Blakeslee had left Victoria in disgust, having been informed by Mr. Elworthy that anyone would be a fool to try to do anything in Victoria. Deponent saw Mr. Elworthy in Mr. Kingham's office and told him he would not let the matter drop until it had been cleared up. Mr. Elworthy then reiterated his statement that the information had come from deponent. Mr. Morley denied that he had anything at all to do with the sending of the despatch.

Exhibits C and D consist of Mr. Elworthy's letter to Mr. Blakeslee asking for an explanation of the latter's reported statement that he (Mr. Elworthy) had stated that "anyone would be a fool to start anything in Victoria," and Mr. Blakeslee's telegraphic denial that he knew nothing of the statement and did not know who made it.

In exhibit E, Mr. Elworthy replies to Mr. Morley's charges and states that Mr. Wheeler informed him that Mr. Morley said that if Mr. Elworthy had discouraged Mr. Blakeslee it had been at the instance of Mr. D. R. Ker and unknown to the board. Mr. Morley had acknowledged this and refused to apologize on the ground that as a private citizen a man is at liberty to say what he pleases on the street without being held answerable to the board. Mr. Elworthy considered himself justified in warmly resenting the insinuation that he would commit so gross a breach of trust as to act as reported in the telegraphic despatch.

After reading the above report, Mr. Mara said the committee had been very careful not to intrude anything into the report not brought out in the charges made. Mr. Wheeler was directly responsible for the publication of the despatch. A gratuitous insult, even libel had been put upon the board, and especially on Mr. Ker, in suggesting that he would prostitute his position to prevent a rival company from coming here. The despatch also contained a serious aspersion on the secretary. The whole business reflected no credit on the board and he suggested that it might be as well, in the interests of harmony, for

(Continued on Page Five.)

France Must Now Intervene

British Press Points Out the Duty of the Hour in Morocco.

Release of Captives the Occasion of Much Wise Comment.

London, June 25.—The Times this morning, in an editorial on the release by the bandit, Raisuli, of Messrs. Perdicaris and Varley, calls attention to the fact that the Times' correspondent, Walter B. Harris, was captured by the same brigand, who, emboldened by the success of the venture, seized Mr. Perdicaris, who, on account of the high position held by that gentleman at Tangier, fulfilled all the conditions which would enable Raisuli to drive a bargain such as no other brigand had ever ventured to propose.

As the result of the Sultan's acceding to the demands of Raisuli, says the Times, the world perceives the impotence of the Moroccan ruler to discharge the elementary duties of government. The moral of the situation, the Times points out, is that France must intervene and provide the Sultan with an organized force and with funds.

The Standard also publishes an editorial, in which it concludes that Morocco must now cease to remain under a reign of anarchy and that France must avert such perilous complications in future.

The Standard credits United States Secretary of State Hay's vigorous diplomacy with the speedy closing "of the most remarkable incident which has troubled contemporary history in Morocco."

TO SEND ICE-BREAKER EAST.

Vice-Admiral Makaroff's Ship Will Go to War.

St. Pétersburg, June 24.—It is stated that the ice-breaker Ermak (designed by the late Vice-Admiral Makaroff) is preparing to start for the Far East. Grand Duke Cyril, cousin of the Emperor, and Capt. Jakovleff, who commanded the battleship Petropavlovsk, which was sunk off Port Arthur, have been presented with gold swords in recognition of their bravery and services at Port Arthur. The Russ, commenting on Lord Kitchener's scheme for army reorganization in India, says that it is primarily directed to make the army effective in Northern India, and Russia must not lose sight of what is happening on the far side of the Hindu Kush mountains.

BRADSTREET'S REPORT.

Toronto, June 24.—Bradstreet's review says: Montreal wholesale trade is showing a moderate amount of activity. The weather conditions have not been altogether favorable for the movement of summer goods. The general outlook for trade is rather more cheerful owing to favorable crop advices from the West, and liberal sized and well distributed orders are coming to hand for autumn delivery. Values are generally firm. Leading cotton mills have been closed and as usual at this season there are rumors of uneasiness about competition in cotton goods under the British preferential tariff similar to those heard before the tariff changes in regard to woolens.

In Toronto the weather conditions, alternately wet and cool days, have not been favorable for any expansion in seasonable goods and hot temperatures are much desired. The buying for the fall has been very fair. Remittances are a little slow. Crop prospects in this province are promising. The demand from the West shows a good expansion over previous dates. In shelf hardware the jobbers are advancing prices of many lines and as a result of the prospect of having to pay increases of 5 to 30 per cent. in duties of various goods on the recent "dumping" legislation.

At Quebec trade during the week has not been quite so active as the preceding one. Collections are reported slow, but an improvement in the prospect is looked forward to. Country store keepers are ordering as a rule fair immediate wants. In ocean freights little is being done from this port, but activity still continues in the coasting trade.

In Victoria, Vancouver and other Pacific coast points, reported to Bradstreets, trade is fairly satisfactory for this season. There is a good deal of activity in the interior mining districts and retail dealers are sending in large orders. The demand from the Yukon is good. Heavy shipments of fish for China is being made. There is some inquiry from Japan for fodder for the army.

At Winnipeg the wholesale trade is very busy, some firms having more orders than they can conveniently handle. The buying for the fall has been heavy in the expectation of an unprecedently large wheat crop. Collections have not improved as much as it was hoped they would by this time.

There has been a fair movement in wholesale trade circles at Hamilton this week. The sorting demand has shown a little more activity in some lines and it is felt that all that is needed to create a large movement in this connection is a week or two of hot weather. The fall orders have been coming forward nicely. Shipments have been quite liberal. The Northwest orders are increasing.

Improved crop conditions have had a good effect on the buying at London for the fall season. Retail stocks carried over from last year are not large and the outlook for business is generally good. The prices of staple goods are being firmly held.

At Ottawa this week there has been a fair demand for sorting parcels of seasonable goods. The inquiry for the fall is showing up a little better. Retailers owing to the satisfactory outlook for business being more disposed to place orders. Prices of staple manufactures are steady.

DEATH AT LADYSMITH.

Miss Mary Ellen Rule of Salt Spring Island Passes Away.

The death occurred at Ladysmith on Monday, June 20, of Miss Mary Ellen Rule, aged 21 years and four months. Deceased was very popular and highly respected, and her untimely passing away was much regretted. The funeral took place on Thursday of this week from the residence of her aunt, Mrs. Crawford, and later from St. Mark's church, Salt Spring. Services were conducted by the pastor, Rev. E. F. Wilson. The following acted as pall bearers: D. Keith Wilson, J. Williams, W. Mount, G. Mount, C. Sampson, Charles Sampson.

Flowers were presented from the following: Bouquets—Mrs. J. Lewis, Mrs. C. Allen, Mr. and Mrs. Weaving, Mary and Nelly Francis, Maud McKenzie, Ladysmith; Mr. and Mrs. McFadden, Mrs. Malcolm, Miss Beddis, Salt Spring. Wreaths—Miss Evelyn Baker, Ladysmith; Miss Bittancourt and Mrs. C. Bittancourt, Mr. and Mrs. Lundy, Mrs. Purvis, Martha Whims, Miss Mount, Anchor—Miss Lundy and R. Fielding. Star—Mr. Ward, Ladysmith, and several others. Crosses—Mr. and Mrs. Mahaffey, Crofton; Miss Annie and Amy Rule, Crofton; Mrs. W. Cotsford and family, Salt Spring Island; Miss Kate and Annie Pamphlet, Victoria; Mr. and Mrs. E. J. Rosman, Salt Spring Island; Mrs. Berrow, Chemainus; Mrs. M. Jones, Ladysmith; Miss Evelyn Baker, Ladysmith; Miss E. Jenkins and Belle Nightingale, Mr. and Mrs. E. Nelson, Mrs. Whims, Mr. Mowat, Mr. and Mrs. Stevens, Salt Spring Island. Spray—Mr. and Mrs. G. Wilson, Mount Sicker; Miss N. Berrow, Chemainus.

INFECTED FRUIT.

Pointing a Moral for Provincial Importers—Fair Warning.

Two shipments of Red Astrachan apples from San Francisco arrived on the Princess Beatrice yesterday morning, and were found to be infected with codling moth, and were promptly condemned, says the Vancouver News-Advertiser. Another lot of White Astrachans of uniform size, packed in spruce boxes were found to be clean and passed inspection without loss.

This was the first shipment of the season, and must have come from badly infected orchards in the Southern valley sections of California.

"First shipments," the inspector stated to a News-Advertiser representative, "are always dangerous. Red Astrachans especially are almost sure to be infected and are a great source of trouble and loss to all who handle them; the condemned lots were badly and dishonestly packed, the boxes were faced with apples of fair size, but the interior of the boxes contained only wretched trash. Why Vancouver merchants should invest honest money in California rubbish, when our markets are well supplied with the very best quality of strawberries vastly superior to any grown in California is one of the mysteries of the trade which the inspector says he cannot understand.

He desires it to be clearly understood that no infected fruit will pass inspection at any port in British Columbia, and that the quarantine regulations will be firmly enforced. If importers are caught and suffer loss and disappointment the fault must be charged to the exporter, who alone is responsible. Ample warning has been given.

THE ALSEK DIGGINGS.

Miners Say That All Reports From the Camp Are Favorable.

George E. Pulham, who with Frank Demontier and Curly McIntosh arrived from the creeks about 4 o'clock yesterday evening, talked freely with a Star representative today about what he saw on his trip and of his ideas concerning the future of the district as a gold producer, says the White Horse Star.

Pulham's party visited Ruby, Bullion, Sheep, New Zealand, or Printer, creeks and on all of them where work is being done good returns are being had.

"I was somewhat disappointed," said Pulham, "that there is not more work going on. Many owners of claims are on their property but are doing nothing. They won't work and they won't sell their property to others who would work it.

"However, I saw enough to satisfy me that there is gold on all the creeks and that it can be mined at a large profit, but work and lots of it must be performed. The country needs cheaper transportation and that will be had only after a government road is put in, and the government is not liable to spend any money on a road until it is proven beyond all doubt that the country is rich in gold.

"In my mind," continued Mr. Pulham, "there is no doubt of the richness of Ruby, Fourth of July, New Zealand, Lyn, Twelve Mile, Sheep and, in fact, all the creeks. The gold is there, for I saw considerable panning on the different creeks and know what I am talking about."

THOS. H. TWIGG PASSES AWAY

Consumption Claims Resident Prominent in Local Labor Circles.

After battling bravely for months in an effort to throw off the attack on his system of that most insidious of all diseases, consumption, Thomas H. Twigg, up to a few months ago a valued employee of the mechanical staff of the Colonist, breathed his last at 10 o'clock last evening at the family residence, No. 18 Blanchard street. His death was not unexpected, the progress of the disease having weeks ago made it certain that the end was not far off. He died peacefully in the presence of the members of his family and surrounded by a few faithful, solicitous friends.

Deceased was perhaps one of the best known men in Victoria amongst the wage earners, in whose welfare he took an especial interest. Coming here about eight years ago, he identified himself at once with the cause of trades unionism, and to his efforts is due much of the success which has attended labor movements in this city.

He represented the Typographical Union in the Trades and Labor Council, was organizer for the American Federation of Labor, and represented organized labor on the board of directors of the Provincial Royal Jubilee hospital.

He was born in Kingston, Ont., just 37 years ago, and early became a printer, which calling he pursued up to the time when he was compelled to cease work from sickness. Never in robust health, his seeking the climate of British Columbia in the hopes of an improvement did not result as anticipated. A visit last winter to Los Angeles proved fruitless in the search for a betterment of condition, and he returned much disheartened. Some seven weeks were also spent at Duncans, on the line of the B. & N. railway, but to no purpose, as he gradually sank, until the end came last evening. During his entire illness he was the recipient of marked solicitude and practical sympathy from the fellow members of his craft, amongst whom he was especially popular, and who regret his untimely taking off keenly.

A wife and three children of tender age are left to mourn a kind husband and father. The funeral has been arranged to take place tomorrow at 2 p.m. from the family residence, 18 Blanchard street, and later from Christ Church Cathedral. The Masons and members of the Typographical Union will attend in a body.

THE NEW FRENCH REMEDY.

THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by Chemists and Medicine Vendors throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word THERAPION as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sole Proprietors, Lynman Bros. Co. Ltd., Toronto, & Fougera & Co., New York. Price 1 Dollar, Postage 4cts.

Wholesale—Henderson Bros., Ltd., Vancouver and Victoria.

Steamer Shawmut Is Still Due

Boston Steamship Company's Big Vessel Is Expected Today.

Interesting General Shipping News of the Coast and Port.

(From Sunday's Daily.)

Mr. Norman Hardie, agent for Dodwell & Co., Limited, expects that the big steamship Shawmut of the Boston Steamship Company's line, which was due on Friday, but had not been reported last night, will arrive today from her long voyage from Manila and the Far Eastern ports. The Shawmut has a very valuable cargo aboard on this trip, including 1,000 tons of general merchandise for Victoria consignees. She has a number of passengers for this city. The main portion of the cargo and the greater number of the passengers are bound to Puget Sound, many of the latter for St. Louis. She has, also, some exhibits for the great fair there, consisting principally of products of the Philippine islands. A report gained credence in some quarters yesterday that the Shawmut had met with a mishap to her propellers somewhere off the Cape; but no substantiation of the rumor could be obtained. As the Shawmut is a twin-screw vessel an accident to one of her propellers would not detain her long.

MASTER AND ENGINEER.

Interesting Question of Apportionment of a Salvage Award.

The Pacific Marine Review, Seattle, thus discusses the recent award to the steamship Eureka for salvage on the steamer Meteor, and comments on the disparity of the awards to master and chief engineer:

The apportionment of the $6,000 awarded to the master and crew of the Eureka in the Meteor salvage case, which was fully reported in our last issue, whereby the master was awarded $2,500 as against $700 to the chief engineer, seems to have provoked much discussion in marine circles regarding the relative importance of the "bridge" and the "engine room," particularly in regard to their respective contribution to the success of a salvage or a towage service. While there can be no question of the paramount authority and while the master will always remain absolute in the engine room bound to obey the commands of the navigating officer under all circumstances, still the steady disappearance of sail before steam has tended to invest the engine room with an importance and with a contributory value which our salvage courts and salvage boards of apportionment have never before fully realized.

It would really seem as if the whole economy of the ship of the near future will be largely governed by the chief engineer, as today it is the chief engineer's log which mainly decides the profit or the loss of the ship's voyage and which is becoming more apparent with the increasing auxiliary machinery with which steamers of the present day are fitted. Many marine men, intendents of big liners are now engineers and prove successful in their extended capacities. It would even seem as if the duties of a seaman are being more profitably filled by a mechanic or engineer since in the great overgrown tanks of 2,000 tons and upwards mechanical genius has utilized to such an extent in their rigging that sailor work has become very largely a matter of blacksmithing. An "A. B.," or able seaman's duties are legally supposed to be defined by three expressions—"reef and steer." If he can do those three things, which mean furling, or making fast sails, reefing them and steering the ship, his wages cannot be reduced for incompetency. Yet these things are the A. B. C. of seamanship and the usual seaman is able to make all the various knots, splices and other manipulations in hempen or wire rope without which a ship cannot be rigged; he can make a sail, send up or down yards or masts, and do many other things the sum total of which represents several years of steady application to learn. Such seamen are fast becoming extinct, and are also almost totally unnecessary in steamships, except on the engines break down in a gale of wind or when the ship is otherwise in peril and it becomes necessary to launch the boats for the safety of her passengers and crew, perhaps in the midst of a great storm. In such an emergency when the crowd of nondescripts which now largely constitute a steamer's crew, stand hopelessly looking at one another or attempt tasks for which they are utterly unqualified, the real necessity for good seamen becomes painfully apparent and lives are frequently lost in consequence. The recent Clallam disaster serves as a good example and illustration on one occasion traveling between this port and Vancouver, B. C., some three years past; the mate of Seattle, when a deck hand who was doing paint work from a staging fell overboard, and how it took her crew six minutes to launch a boat with which they recovered the man's cap.

The $6,000 awarded the master and crew of the Eureka upon the hull adjustment has been paid over. The table of apportionment follows:

Master	$2,500
Chief engineer	700
First assistant engineer	400
Second assistant engineer	300
Third assistant engineer	200
Mate	200
Second Mate	200
Third mate (injured)	300
Seamen	500
Coal Passers	100
Waiters and mess men	80
Ship's surgeon	60
Workaways	200
Workaways	25
Workaways	10

The salvage adjustment as against cargo has been settled for $6,000.

SICK SAILORS' TAX.

Movement on Foot to Have Objectionable Impost Abolished.

The Vancouver Province says:

Montreal is acting to have the sick mariners' tax imposed by the Dominion government abrogated so far as that port is concerned, and should that port be successful in its efforts, the government could not well impose the tax at other ports, either on the Atlantic or on this coast.

In Montreal the Board of Trade and Shipping Federation have united in the effort to have the tax done away with. The tax is regarded as grievous and unnecessary inasmuch as a retaliatory tax has been imposed on Canadian vessels entering United States ports. It is pointed out that according to the returns in the last bluebook the surplus from the tax now amounts to $177,000, while the surplus left last year alone after all demands had been met amounted to $16,000.

The Montreal shippers state that they do not desire to evade their obligations to sick sailors, and they announce that they are prepared to enter into a bond, as is done in other countries, to pay the expenses of any of their employees who may fall ill in Canadian ports.

The Montrealers also intend to draw to the attention of the government the fact that Quebec, the Maritime Provinces and British Columbia discriminated against in the imposition of the tax by reason of the fact that other provinces are exempt. Ontario ports not having to collect any tax. The Dominion government also makes a special appropriation to care for such sailors as may fall ill at Ontario lake ports, the hospitals for the care of such sailors being located at St. Catharines and Kingston.

Vancouver is one of the great revenue-producing ports in the Dominion under this tax. All vessels entering this port foreign are required to pay the tax which amounts to 2 cents per registered ton. Vessels of less than a hundred tons register must pay the tax once every year, and vessels of over a hundred tons register must pay the tax three times a year. Inly vessels foreign, whether British or foreign, are required to pay the tax, coasting vessels being exempt, and vessels of the latter class do not enjoy the privileges of the tax fund.

In the case of the Empress Oriental liners for instance, they are running regularly between Vancouver and the Orient and are of over a hundred tons register, and therefore are assessed the tax three times, each vessel having to pay about $61 thrice a year.

So far the steamship companies and owners of other vessels doing business in Vancouver have never complained of the tax, but it is just possible that now Montreal has started the ball rolling some action may be taken locally to have the tax repealed.

SOLITUDES OF THE OCEAN.

Watery Wastes That Are Seldom Traversed By Vessels.

There are deserts on the ocean as well as on the dry land—vast wastes upon which the eyes of man has never rested and upon which seldom if ever been crossed by the ships of commerce. The waves on these wastes have never been parted by the prow of a sailing vessel or lashed by the propeller of a steamer; immense solitudes where the flap of a sail is never heard nor the strident cry of a siren; veritable deserts, whose silence is only broken by the howling of the wind and the roar of the waves, which have been vainly pounding one another since the day of creation.

These deserts lie forgotten betwixt the narrow ocean highways traveled by vessels. In such waste places of the sea, a disabled ship, driven out of its course by a hurricane, may drift for months, tossed by the ceaseless ground swell without being able to hail assistance. Her only chance of escape is the possibility that some oceanic current may drag her into a more frequented region.

It is generally supposed that by reason of the universal increase of marine traffic the sea is everywhere furrowed by vessels. This is a mistake. Ocean commerce has grown enormously during the last half century, but the development is due to the substitution of steam navigation for the old fashion of sailing vessels. When the first steamer began to churn the water with its paddle wheels the sailing fleets ceased to increase. With the advent of the screw propeller they began to decrease. The gradual but constant disappearance of sailing ships made the ocean more of a desert than before. Sailing vessels had their established routes in accordance with winds, current any seasons. The gaps between the routes traversed by the outward bound and inward bound ships were often considerable. Moreover, the capricious elements not infrequently played the chiefest with nautical instructions, and as a result the middle spaces for ocean snipping was vastly expanded.

This is no longer true today. The liner goes straight ahead, in defiance of wind and wave, the ports between which she plies are great industrial and commercial centres, whether come numberless railways, serving as proportions of the lines of navigation. Freight cars carry their loads of merchandise to the lesser ports and the cities of the interior. The railway ports have killed coastwise navigation. The ocean highways are therefore anything but numerous. The great frequented of oceans is the Atlantic. Apart from the polar seas we see in the northern hemisphere there is only one desert zone—a dreary waste of water between the routes from Europe to the United States or Canada and those from Europe to the Antilles. In the south, between the routes from South America or the western American coast and the routes from South Africa, extends a desert occasionally traversed by the steamers of the lines from Cape Town and Mozambique, which, when the coffee season is at its height in Brazil, cross the Atlantic at Santos or Santos.

The Indian ocean is frequented only in the north, by lines of the Persian and Indo-China and a little in the west by liners from Oceania, which call at Colombo and then make straight for Australia. Two lines, each with a steamer a month, follow a beaten lane from Australia to Cape Town. The Pacific is the Sahara of the great seas. When the sailing ships coming to the far east to California and British Columbia, a line from Sydney to San Francisco, and a one-horse line (with sailings three or five times a year) between Tahiti and the United States—save for these mere ribbon-like streaks the Pacific is a desert. Only a few native canoes ply daringly from island to island in archipelagoes girt round with coral reefs, veritable ocean graveyards, the terror of seafaring men.

How many ships of which we have received no tidings, and of which not so much as a drifting spar has ever been picked up, have been dragged by irresistible winds into those solitudes of the South Pacific, no one will ever know, for the ocean guards its prey full well.

SUING A PRINCE.

Prince Frederick Leopold of Prussia, has just had a judgment issued against him by the Berlin courts in a suit brought against him by his former chief of the household, Baron von Luck, and has been condemned to pay the latter a pension of $500 a year for the remainder of his life. This is the first occasion, I believe, of a Prince of the Reigning House of Prussia being brought into court, and of having a judgment rendered against him, and the affair has attracted a good deal of attention on the Continent of Europe just on that account. It would not have been possible under the old laws, but has been rendered so by the terms of the new code, which is destined to prove one of the principle memorials of the present Emperor's reign. It is a pity, however, that the case was ever allowed to come into court, for the Prince is colossally rich and the sum at stake was a relatively small one. Moreover, Baron von Luck has been for many years an old and devoted servant of the Prince and claimed, when forced to sever his relations with the Prince, a pension based on the whole time that he had spent in the Prince's service, whereas Frederick Leopold was only inclined to rate his pension upon the relatively brief period that he had acted as grand master of his household. Emperor William declined to interfere, it being, however, generally understood that he sympathized with the Baron, and thus it is that the courts have been called upon to determine the issue, settling it, as I have stated above, against the Prince and in favor of the Baron.—La Marquise de Fontenoy.

What shrunk your woolens? Why did holes wear so soon? You used common soap.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar.

Changes in U. S. Cabinet

Railroad Man to Take Charge of Navy—New Attorney-General.

Selection of Cortelyou to Manage Campaign Necessitated New Appointment.

Another Re-Arrangement of Posts Will Likely Take Place by New Year.

Washington, June 24.—President Roosevelt made the following announcement regarding changes in the cabinet: William H. Moody, of Massachusetts, to be attorney-general; Paul Morton, of Illinois, to be secretary of the navy; Victor H. Metcalfe, of California, to be secretary of commerce and labor. The resignation of Secretary Cortelyou and Attorney-General Knox have been received and accepted, to take effect July 1st.

For two weeks or more it has been known that these changes were impending. When Secretary Cortelyou was selected by President Roosevelt to be his campaign manager, it was certain that he would retire from the cabinet upon his assumption of duties as chairman of the Republican national committee. One week ago today Attorney-General Knox formally announced that he would retire from the department of justice, probably at the end of the fiscal year, June 30th. The statement was made that while the transfer of Secretary of the Navy Moody to the department of justice was very probable, it was dependent on the President's success in securing such a successor for him in the navy department as he desired.

In pursuance of this purpose, President Roosevelt tendered the appointment mentioned of secretary of the navy to Paul Morton, first vice-president of the St. Paul and Sanaa railway. Morton is a personal friend of the President of many years standing and since President Roosevelt has been in the White House he has made more than one effort to induce Mr. Morton to accept a position in his administration. At first Mr. Morton declined the offered post of the portfolio of the navy. Requested by the President to reconsider his declination, and, after a conference with the President last night consulting his friends and associates, Mr. Morton told the President he would accept the position in the cabinet. Then the other changes, one of which at least was contingent upon Mr. Morton's action, was decided upon.

It is said that further changes will take place in the cabinet next winter.

GUNS OF LONG RANGE.

There are on British warships scores of guns each of which could, if need be, fire a shell weighing a third of a ton from the cliffs of Dover and land it on French soil well on the other side of Calais. Such is the wonderful development in naval ordnance within less than forty years.

A much more useful and practicable weapon is the 12-inch Vickers-Maxim gun, which is now the heaviest and most powerful mounted on a British battleship. This marvelous gun weighs fifty tons, of which fourteen tons are represented by 120 miles of wire wound round and round it, and is forty-one feet long. It discharges a projectile weighing 850 pounds—the weight of half a dozen men—with such terrific force that it will pierce thirty-eight inches in a wrought iron at 1,000 yards, and only four inches less at twice the distance. This projectile leaves the muzzle with a velocity of over 1,610 miles an hour—twenty times the speed of an express train at its fastest—and with an energy equal to 40,220 tons.

More astonishing still is the flight of this projectile, weighing more than a third of a ton, when fired from an at a proper elevation it would be quite possible to send the shell over the top of the highest mountain in the world, coming to earth again twenty-five miles away from the starting point. With such a gun it would be easy to bombard Calais from the cliffs of Dover, and the range of such shots would cover the extreme length of Scotland and England in something like half an hour.

Some years ago an interesting experiment was made at Shoeburyness with a 9.2-inch gun in order to ascertain exactly how far it would send its projectile of 380 pounds. It was found that when the shell before coming to earth traveled a shade over twelve and one-half miles in 69.6 seconds, and that it rose at the highest point of its flight 3,000 feet higher than the summit of Mount Blanc. From comparison, it will be seen how vastly superior to this gun is the 50-ton Vickers-Maxim, with which British battleships are armed today.

It compares indeed, more than favorably with the leviathan 16-inch gun mounted on Romer Shoals to defend the approaches to Kiel. This gun is but a few inches under fifty feet long; it weighs 160 tons, and fires a projectile weighing as nearly as possible a hundredweight over a ton, with a charge of 1,500 pounds of powder. It cost $500,000 to make that mount, and each firing means an expenditure of $1,000; but its maximum range is said to be four miles less than that of the British 50-ton guns. It can be fired once in two minutes, so that an hour's continuous firing would cost $30,000 in shells and powder alone.

To test the penetrating power of these mammoth weapons an interesting experiment was made some time ago with a 16-inch gun firing a projectile weighing 1,800 pounds. The target was a common one of steel, iron, timber, granite and concrete, and it was found that the shell fired at close range passed through a compound plate of steel and iron twenty inches thick, a second plate of iron eight inches thick, twenty feet of squared oak timber, five feet of granite and eleven feet of concrete, and was only brought to a full stop after piercing six feet of brick behind them all.

It is said of the Rev. I. K. Funk, whose book on spiritualism has made such a sensation, that even as a child he had a peculiarly subtle and discerning mind. One day, at Sunday school, a clergyman put a number of questions to him, and finally said: "What commandment, my lad, did Adam break when he ate the apple?" "If you please, sir," was the reply; "there weren't any commandments at that time."

ROUNDS OUT THE FORM.

Persons who have become pale, weak and thin by overwork, worry or disease find that Dr. Chase's Nerve Food is wonderfully effective in forming new blood, restoring a healthful glow to the complexion and rounding out the form. You will soon feel the benefit of this restorative treatment and can prove it by noting your increase in weight.

Talk of army reorganization recalls a story told of Von Moltke, the great German military master, who held that when war begins the work of the organizer ceases. In 1870, a few days after the mobilization of the German army had been ordered, a friend of Von Moltke, who was anxious to see him on important business, called upon him in some trepidation of mind, expecting to find him overwhelmed with work. He was shown into the count's study and found him lying on a sofa reading a French novel. "You could not have come at a better time, my dear fellow," was his welcome. "My work was ended when mobilization was ordered. I begin again when we move to the front."

The

VOL. XLVI., NO. 59

The Day at The Capital

Judge Winchester Declares the Charges Against Grand Trunk Were Fully Proven.

Animated Discussion on Suppression of Documents By The Government.

Hon. Mr. Ross Announces His Intention to Retire Next Election

From Our Own Correspondent.

Ottawa, June 20.—Judge Winchester, in an