

METHODIST DIVINES URGE CHURCH UNION

Speakers From Many Parts of
the World Treat Important
Subjects

Toronto, Oct. 6.—Continuing its review of the accomplishments of Methodism during the last ten years and the discussion of problems which now confront the church, the fourth Ecumenical conference of the denomination, held at the University of Toronto, is in its evening session. The speakers, emphasized as vitally important the necessity of making the spirituality of the present meeting more intensive, instead of seeking primarily the lengthening of membership rolls in the church union or "denominational synthesis," was urged in the debating. It is held that in no other department of the church work would its economy of service be felt more than that of foreign missions.

That the church universal is not near at hand, however, despite the unions affected by Methodists and some other denominations in Australia, and where, Rev. Dr. Luccock of Kansas City, Fitchett of the Methodist church of Australia.

"The universal church," said Mr. Fitchett, "has not yet been built on earth, but it is in the realm of history, and I doubt if this gathering realizes how distant it is."

Rev. Simpson Johnson of London, secretary of the Wesleyan Methodist conference, however, noted encouraging signs. "The people everywhere are seeking opportunities of working together," he said. He noted a great revival of interest in foreign missions.

Rev. Dr. Luccock of Kansas City, talked on Methodism and Christian fellowship. Through the fellowship of experience truths became illumined as in no other way. Methodism was to be a transmitter rather than a terminal.

Rev. Dr. Bray, college president from Alabama (colored), raised enthusiasm when he addressed the conference on Methodism as a joyous religion. He advocated preaching a plain, simple gospel that all could understand. The discussion following the addresses, dealing on the note of joyousness, a description of which by the colored president called out prolonged applause.

Bishop Hesse of Nashville, said that the true church was that which contained true believers. No one organization contained them all. "There never was," he said, "a greater piece of nonsense taught than that of universal-visibility church, descending from the apostle by actual mechanical succession." The only true succession was that of life and thought. He believed in unions that grew naturally, and those that had to be forced.

He did not know of anybody that would undertake to hand over two million Methodists to another body.

Rev. Mr. Batson of London, army and navy chaplain, described the joyous union among the sailors and how King George when in India as Prince of Wales, had expressed his pleasure in hearing them sing "Blessed Assurance."

H. L. Cloud, a Cherokee Indian from Oklahoma, told of the joyous effects of Methodism among his people.

Dr. Mason (colored), threw the audience into cheers in saying he believed the colored race would yet have a place among men in America. They had never whined and were not going to. The negro, he held, had needed a better moral and ethical training along with manual education.

WESTERN STEEL IS SUED IN SEATTLE

Judgment by Default on an
Overdue Note—Second
Small Case To-day

Seattle, Wash., Oct. 6.—The suit of Aaron Rowe, a dealer in scrap iron, against the Western Steel Corporation for the appointment of a receiver and to collect \$807 and costs, will come up for hearing in the superior court today. The suit was filed last Tuesday. On the same day judgment by default was entered against James A. Moore, promoter and president of the Western Steel Corporation, in favor of the Dexter-Horton National Bank on an overdue note amounting with interest to \$26,682. Counsel for the corporation declines to discuss Rowe's suit.

The Western Steel Corporation was incorporated with a capital stock of \$200,000. It acquired a large tract of land on Port Townsend bay, announced that it would build there a second Pittsburgh, and sold tide lots at big prices. The company built at Ironside a steel plant of considerable size, extending on this plant a sum said to be larger than the amount realized on the sale of lots.

The understanding about town was that Moore, who had been a successful real estate speculator, expected to sell out his plant to the United States Steel Corporation at a huge profit. In this he was not successful. Last Monday the United States Steel Corporation opened a branch in Seattle and announced that it would establish branch offices in all northwestern cities. The Ironside steel plant was opened early in the summer of 1910, using iron ore from Hankow, China, brought by steamers of the Dollar line.

The plant turned out some bar steel, and has been operated on a small scale. The corporation has an impressive list of trustees, including former secretary of the Treasury Leslie M. Shaw, Robert C. Morris, president of the Metropolitan Club, New York; N. W. Jordan, Boston; G. H. Whitcomb, Worcester, Mass.; and Robert Dollar, San Francisco.

TURKO-ITALIAN CLASH

Paris, Oct. 6.—Bostani Effendi, the Turkish delegate of the council of the union of the inter-parliamentary union, acting under the advice of other members of the council, has telegraphed to the Porte suggesting that Turkey offer directly to Italy to arbitrate all the differences between the two governments, as both are signatories to The Hague convention.

If Italy refuses, as Bostani Effendi considers possible, the war he believes will be still further placed in the wings before the world.

The Italian delegates are taking offence and threatening to withdraw from the inter-parliamentary union because of the adoption of a resolution setting forth that the international conference, which was to have been held in Rome in September was postponed on account of an "epidemic of cholera now existing in Italy," and requesting the delegates regarding the counter-grievances of Italy and Turkey.

During a heated debate the Italian delegates denied that cholera was "epidemic" in Italy, and clashed with the Turkish delegates regarding the counter-grievances of Italy and Turkey.

Count Sonnino was called to order and his colleague, Marquis Compans, would have retired but for the intervention of other delegates, who by conciliatory speeches prevented a break in the international body.

STORM AT GUAYMAS.

Nogales, Ariz., Oct. 6.—Telegraph reports dated Guaymas, say the worst storm in the history of Guaymas was raging. Since 7 p. m. yesterday communication has been cut off with Guaymas. The wires from here are working as far south as Nogales. No trains are running on the Santa Fe railroad between Nogales and Guaymas.

POOR SAILORS NEED FALL SICK NO MORE

Victoria Louise, Equipped With
Anti-Rolling Tanks, Reaches
New York

New York, N. Y., Oct. 6.—The first great steamer to be equipped with the Frahm anti-rolling tanks, the Victoria Louise of the Hamburg-American line, arrived from Hamburg last Monday with 531 cabin passengers. In a rough sea this device has reduced the rolling of the steamer from 15 degrees from vertical to 3 degrees, thus assuring comfort to the poorest stowaway.

The device consists of two U-shaped tanks partially filled with water, extending the entire width of the ship so contrived that the water flows in the opposition direction to the rolling of the vessel. The ship so equipped is said to carry its own waves, which tend to neutralize its motion and hold the decks in a horizontal position.

The Victoria Louise has been remodelled to suit exclusively as a cruising steamer. She will make a cruise of 80 days to the Orient in January and in the following November a cruise around the world.

KILLED BY BANDIT.

Wallace, Idaho, Oct. 6.—A lone bandit, clad in a black suit and with his face blackened, shot and killed Owen Perry, a well known prospector on Pine Creek, a few miles above Kellogg, during the hold-up of a saloon last yesterday.

Entering the saloon at a time when the room was filled with miners and lumbermen, about 20 in number, the highwayman ordered all hands up. All complied but Perry, who was so slow to lead to suspicion of resistance, and he was shot down. All, including the bartender, were lined up against the wall and their pockets searched.

The cash register was then broken open and the contents taken. When he had finished, the robber backed out of the door and disappeared in the darkness. No trace of him has been found.

CHARGE ENGINEER WITH NEGLIGENCE

Failed to Perform Several Obligations When Ramona Was Sinking

Seattle, Wash., Oct. 6.—As a result of the inquiry into the Ramona disaster on September 10, off Spanish Island, Federal Inspectors Thomas P. Deering and Carl Lehnert yesterday preferred charges against two employees of the steamer, Herbert A. Tucker, chief engineer, and Martin Taaffe, master. Negligence on the part of a sworn officer of the United States was the specific accusation placed against Tucker, while that against Taaffe will not be indicated by the inspectors.

The negligence with which the chief engineer was charged was on not closing the watertight door in the after bulkhead of the engine room to check the water coming from this direction, and in not using all possible means at his disposal in endeavoring to relieve the vessel while she was rapidly filling after striking a reef where she became a wreck.

The inspectors who comprised the board who investigated the Ramona wreck, declared at the beginning of Tucker's trial that they did not believe he could have prevented the wreck or was in any way responsible for it. The charges of negligence arose from his testimony and from that of his subordinates, which served to indicate that he had not performed several obligations which his post imposed on him.

DEATH OVERTAKES KING'S PRINTER

Lieut.-Col. Wolfenden Passed
Away at His Home Sur-
rounded by Relatives

(From Friday's Daily.)

Lieutenant-Colonel Richard Wolfenden, I. S. O., V. D., the King's printer and a man esteemed and respected by all British Columbians, died at his home, 120 Menzies street, yesterday. Although it did not come as a surprise to the friends of the deceased, who had been ill for many years and had failed rapidly during the last few days, the news of his death cast a gloom over the entire city. When it was seen that he could last but a few hours his relatives were called in and surrounded by his grief-stricken wife and children the aged colonel passed at 10:30 p. m.

Col. Wolfenden, I. S. O., V. D. was a Yorkshire man, and was born in Rathmel on March 30, 1838. The colonel was the third son of Robert and Mary Wolfenden, his father being a yeoman, and after his education in Lancashire and Westmoreland, before he was twenty years of age, he joined the Royal Engineers, and then as one of the greatest training grounds for Empire builders.

For some three years he served with the Royal Engineers in England, and then in 1863 came the application to Lord Lytton, secretary of state for the colonies, to send out a corps of experienced men to keep order in the diggings, amid the rush and disorder attending the discovery of gold. As

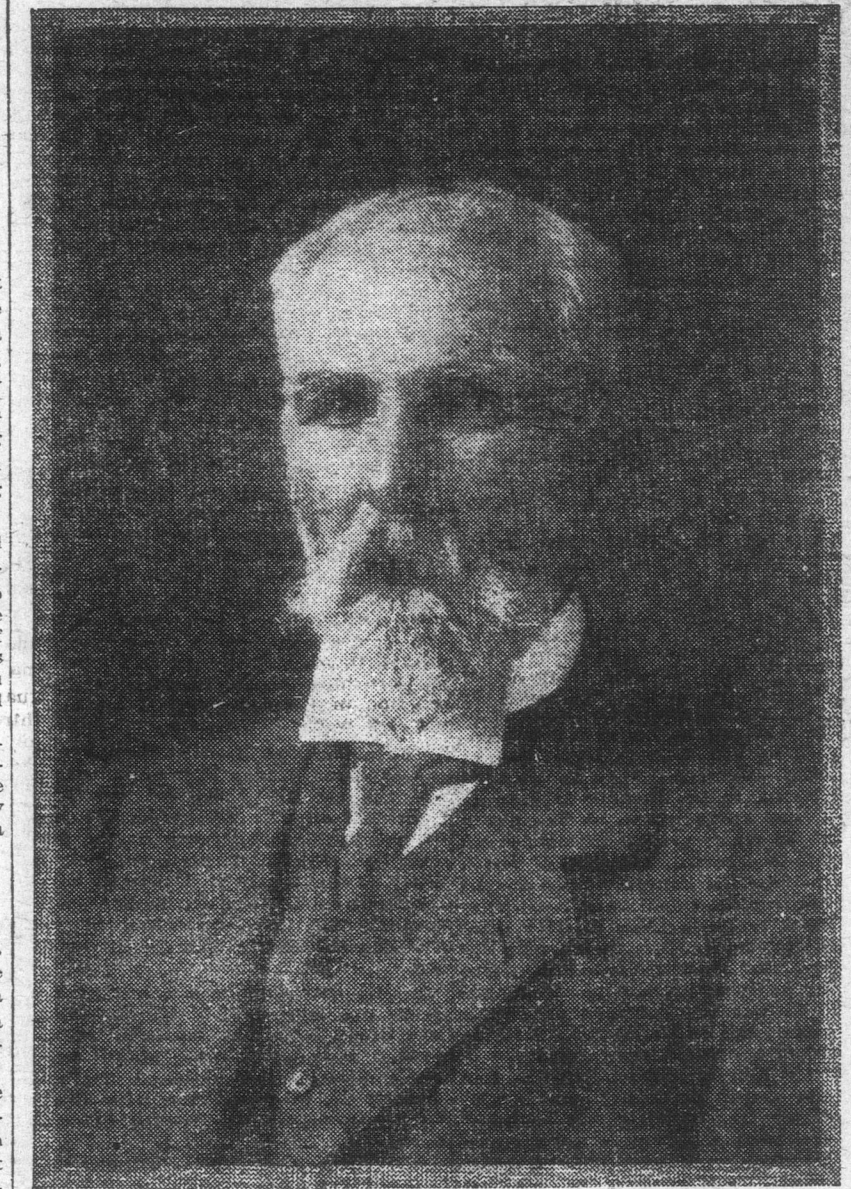
done, only one remains, William J. Armstrong, the grocer, and afterwards a member of the first legislative council of the colony of British Columbia, prior to the union of the colonies in the sixties. Mr. Armstrong is still in fair health for his advanced age, and his intellect is unimpaired, and his son, Sheriff Armstrong, is one of the foremost men on the lower mainland.

For four years, till they were disbanded, the corps spent its time surveying the townships of New Westminster (the accuracy of which has just been tested by the city engineering staff of Westminster, and found absolutely correct) constructing the celebrated Cariboo road, and in engineering works of various kinds. Amateur theatricals helped to pass the long winter evenings when field work was out of the question, and among other things they did was to construct St. Mary's, the little garrison church at Sapperton, which still remains.

Col. Wolfenden was one of those who stayed when the detachment broke up in 1863 and became Queen's printer, the press on which the first British Columbia Gazette was published being exhibited at the Simon Fraser celebration in 1908, at which Col. Wolfenden attended with the few survivors of the corps now living.

From then till the day of his death he continued to hold this responsible office with satisfaction to all. He held his commission in connection with the Westminster and Victoria Rifle Volunteers, and when the organization was merged in the Canadian militia in 1878 he continued, retiring with the rank of lieutenant-colonel and receiving the volunteer decoration. His reward for these services to the public was the I. S. O., granted in 1903. He held many offices in Victoria of various kinds in his long career, being at one time a member of the board of school trustees.

Two years ago he was granted leave of absence, and revisited his native county, returning improved in health.



LATE LT.-COL. WOLFENDEN, I. S. O., V. D.

King's Printer for British Columbia since 1863, and one of the pioneers of the province.

events proved, when the engineers were sent out they never had to quell but one breach of peace, and were engaged in the more peaceful task of making roads, and opening trails. About 150 were selected, all men chosen for their special knowledge of various industries and crafts, perhaps the most efficient body of men for their number which was ever sent out from England on a protective and colonizing mission. The officers were Col. R. C. Moody, Captain J. M. Grant, Captain R. M. Parsons, Captain H. R. Leard, Lieut. A. R. Lempriere, Lieut. H. S. Palmer, and Dr. Seddall as medical officer.

The party sailed in the fall of 1858 from England in three detachments, the main body being on the "Thames City," and on the eve of sailing were born within a few days of one another, to wives of men of the corps, babies who were afterwards to be known as the Victoria Fire Brigade, and W. H. Keary, eight terms mayor of New Westminster.

During the tedious six months voyage round Cape Horn the men amused themselves in preparing a weekly paper known as the "Emigrant Soldiers' Gazette," and "Cape Horn Chronicle," which was read to the admiring soldiers every Saturday night, and which was later years republished by Col. Wolfenden in book form.

After they disembarked at Esquimalt on April 12, 1859, they were transferred to the "Eliza Anderson," and proceeded up the Fraser River, where Col. Moody located the site of the new capital at Derby, but the position was found unsuitable. It was therefore decided to select a more convenient place near the mouth of the Fraser and a densely covered forest with a creek running down to the bank was chosen, close to where the Dominion Penitentiary stands in New Westminster to-day.

Of the party whom Col. Wolfenden founded located on the townsite of Queensborough, afterwards to be named New Westminster when the site further up river at Derby was abandoned, only one remains, William J. Armstrong, the grocer, and afterwards a member of the first legislative council of the colony of British Columbia, prior to the union of the colonies in the sixties. Mr. Armstrong is still in fair health for his advanced age, and his intellect is unimpaired, and his son, Sheriff Armstrong, is one of the foremost men on the lower mainland.

POLICE GUARD NEW ORLEANS RAILWAYS

Much Rioting and Several
Wounded—Southern Pacific
Trainmen Will Not Strike

New Orleans, La., Oct. 6.—Practically the entire police reserve force of New Orleans is on guard in the railroad district to-day to prevent a repetition of rioting which yesterday and last night marked the Harriman lines strike in this city.

The forces of railroad detectives and deputy marshals are also increased. Eight strikebreakers were wounded in yesterday's clash with the strikers and sympathizers and five of the former are in the hospital. At least one of the men is believed to be fatally hurt. Twelve strikebreakers, a half dozen strikers and George Pence, Roanoke detective, are in jail charged with rioting.

Following an assault at 11 o'clock to-day on a building in which are quartered 215 strikebreakers, 800 employees of the Illinois Central Railroad Company and strike sympathizers withdrew on the approach of the police reserves and at noon declared a truce until 3.30 p. m. to permit the railroad company to conform with their demand to transport the strikebreakers from the city.

Militia Called Out.
McComb City, Miss., Oct. 6.—The Gulf Port and Aberdeen companies of the national guard who arrived here yesterday and last night left to-day for Water Valley, where there has been rioting growing out of the Illinois Central strike.

Conditions At Oakland.
Oakland, Cal., Oct. 6.—It was reported by the strikers this morning that 25 Southern Pacific men employed as engine whippers and firemen, had walked out this morning. In addition to this it is reported by the union men that some of the passenger trains arriving in Oakland within the last fifteen hours had been considerably delayed by railroad officials in charge of the yards claim that they have enough men to keep things moving indefinitely.

Trainmen Stay At Work.
San Francisco, Cal., Oct. 6.—Beyond the posting of 20 additional guards about the local shops and the sending of a batch of strikebreakers to San Luis Obispo, there were no disturbances to-day in the shopmen's strike situation. Numerous reports have been current since the strike was called of impending sympathetic walk-outs, but nothing has come of them so far.

F. G. Athearn, head of the Bureau of Economics of the Southern Pacific Railway, said that the action of the trainmen's convention in Denver late last night, when it was decided to make no demands upon the western roads at this time, was of the utmost importance from the company's viewpoint.

The action of the trainmen, according to Athearn, left the shopmen in an isolated position as regards their strike.

FRISCO'S MARINE NEWS.
Fitzpatrick Chartered to Load Coal for U. S. Government—Other Charters.

San Francisco, Cal., Oct. 6.—The Australian M. M. liner Strathgairn sailed Tuesday night for Comox to take bunker coal. She will load part cargo on the Sound and finish at this port, sailing from here for Sydney Oct. 27. The vessel is chartered to the U. S. government for the purpose of carrying the steamers Oceano and Boverie, both of which are now in Australian waters. The British steamer Helopelos departed yesterday for Portland to load wheat for the United Kingdom, under charter of Balfour, Guthrie & Co.

The schooner Hugh Hogan was chartered to-day to load lumber on the Sound for this port at \$4.25. She started out from here for the Sound yesterday morning, but had to turn back on account of the heavy weather.

The Pacific Mail liner Siberia sailed for the Orient and the steamers Buckman and Hornet for the Sound.

San Francisco, Oct. 6.—The British steamer Fitzpatrick has been chartered by the United States government to load a cargo of coal at Norfolk for the Mare Island navy yard. The steamer is well known on the coast, having operated between Tacoma and the Orient under charter to the Osaka Shosen Kaisha pending the completion of the first few steamers in the company's line. She has completed a voyage from Antwerp to Norfolk. The vessel is commanded by Captain Hutchinson.

The schooner Winslow, which left the Sound last week for San Pedro with lumber cargo, has been chartered by the S. E. Slide Lumber Company to load a cargo of lumber on Gray's Harbor for two ports in Peru. She receives a rate of 51s. 3d.

The schooner Annie M. Campbell, at San Pedro from Tacoma, has been chartered for another trip between the same ports at \$4.75. She arrived at San Pedro September 26 from Tacoma.

The Western Fuel Company has just chartered the Norwegian steamer Admiral Borresen to load a cargo of coal in British Columbia for San Francisco. She will probably load at Comox. The steamer is under time charter to J. J. Moore & Co. and on the completion of the sub-charter to the Western Fuel Company will proceed to Eureka and Tacoma to load a cargo of lumber for Australia. The Harrison Direct Line from Europe reports that the British steamer Magellan will leave Antwerp October 14 for this port and Puget Sound. She follows the steamers Director and Crown of Galilea, which are now en route, and will arrive here about December 15.

BALLOON RACE STARTS.

Kansas City, Mo., Oct. 6.—Three unidentified balloons, leaders, as far as known in the James Gordon Bennett and Lahm cup races, passed Tarkio, 15 miles northeast of Kansas City, and but 15 miles from the Iowa state line, at 8.30 o'clock last night. They were travelling high and fast.

But three identified bags had been accounted for up to midnight. They were the Condor, flying the colors of France, which passed St. Joseph, Mo., at 8 o'clock; the Topeka II, that sailed over South St. Joseph, Mo., at 8.40 o'clock, and the America II, which was reported at Savannah, Mo., 80 miles north of Kansas City, at 7.45 o'clock.

Before a favorable 20-mile wind from the south and southeast eight racing balloons raced away from here yesterday in the contest for the James Gordon Bennett trophy and the Lahm cup. Six of the craft, three representing the United States, two Germany and one France, are entered in the Bennett race, an annual international event. The three American balloons in this contest and two other American balloons are after the Lahm cup. A ninth balloon, which acted as pilot in the international race, is attempting to break the altitude record.

Every balloonist got away to a good start. The pilot balloon, Pennsylvania I, and the America II, had trouble clearing the ground, but by dumping a little sand both were soon able to gain a good altitude. The Berlin II, did not rise well until after it had cleared the aviation field, and the dragoon raked two or three spectators off the circuit seats, but none were seriously injured, and the bag was not long in rising to an estimated height of 500 feet.

LAST RIVER STEAMER LEAVES WHITE HORSE

Yukon Closed to Navigation
Within Week—Vessels All
Crowded With Passengers

Dawson, Y. T., Oct. 6.—The last steamer left White Horse for Dawson to-day and the upper Yukon river will be closed to navigation within a week. The smaller streams are already frozen over. Boats arriving at White Horse from the north are crowded with people leaving Alaska to spend the winter in milder climates.

Travel to and from Fairbanks and the interior is by horse and dog conveyance and by foot until the ice breaks next spring. For a time between the freezing of rivers and the fall of snow transportation will almost be suspended in the interior of Alaska.

The mails will be carried on horseback and in buckboard wagons until snow renders the winter trails passable. Then the dog and horse stages will be put into service until the spring thaw destroys the well packed path of snow.

POSSESSION OF CHILD.
Vancouver, B. C., Oct. 6.—That as far as his jurisdiction went he would look upon the marriage as valid and the child as legitimate was the pronouncement of Mr. Justice Clement upon the habeas corpus proceedings in the case of the child, Leonard A. Oliver, who was last June the central figure in one of the most dramatic actions heard in Vancouver.

The child is the son of Mr. and Mrs. William Oliver of Tacoma. Mrs. Oliver left the United States last spring and came to Vancouver with another man and her child. The husband instituted proceedings for the custody of the son. Mrs. Oliver claimed that as she had been divorced less than six weeks when she married Mr. Oliver, the marriage was illegal and the husband could not recover the child.

In June Mr. Justice Clement made an order directing that the child be placed with the Children's Aid Society pending further proceedings. In refusing to grant the application His Lordship severely commented upon Mrs. Oliver taking the stand that the child was illegitimate. As far as he was concerned, he held he would look upon Mr. Oliver as the rightful father and upon her as the rightful mother of the child.

On satisfactory assurances of the father's moral character the boy will be given over to Mr. Oliver.

COPPER DISCOVERY ON THE SILVER CREEK

Find Reported Above the
Jumbo Mine—People of
Hope Interested

Hope, Oct. 6.—Archie Cooper and Harry Sergeant arrived here from a prospecting trip of nearly a week. Mr. Cooper, who has been spending all his time on Silver Creek since he finished the season's work for the Phoenix Mining Company on Ladners Creek, reported a find, six miles from the mouth of Silver Creek, two miles above the Jumbo mine on the opposite side, and at an elevation of 5,000 feet.

There has been found an immense dyke of copper ore which he traced along the surface for over 5,000 feet or practically a mile. In several places he found it over 10 feet in width from wall to wall. He believes it the biggest outcropping of ore he has ever seen. From the steep side hill many thousands of tons have fallen into the creek below, huge fragments being visible along its banks.

He also found in conjunction with it small veins of very high grade native silver.

He brought into town all he and his partner could carry, and immediately shipped 25 pounds to Vancouver to be assayed.

Mr. Cooper was elated with his find. He admits the difficulty of access and of transportation, but confidently believes that he has found the biggest body of copper ore in the country.

MACHINE WORKS MAY EXTEND PREMISES

Ask New Westminster Council
for a Lease of the
Waterfront

New Westminster, Oct. 5.—At its last meeting the council had before it a lengthy letter in which the Schaake Machine Works, Ltd., applied for a lease for 25 years with a further option of renewal for an additional like period for the location from the point of Lulu Island at the end of the bridge on the north side of Ewen avenue, from the dyke to Furness street, north 200 feet, then east to the dyke, with 200 feet of foreshore directly opposite. This was the vague description on the minutes. In the event of the application being granted, Messrs. Schaake intend to spend close on \$50,000 in addition to the present equipment for buildings, trackage, wharf, etc., and to employ 200 hands, all of whom would be high paid white skilled labor. The matter was referred to the finance committee.

This same committee with the city solicitor were deputed to enquire into the request made by W. E. Fales through his lawyers, McBride & Kennedy, regarding compensation for the alleged flooding of his premises on Agnes and Mackenzie streets during the recent rain storm. Failing a favorable settlement the council was notified that a writ would be issued.

C. P. Shindler, a contractor of Vancouver, who appeared in person with a model of his appliances, asking in writing for a twenty years' franchise in this city for the establishment of team assisting traction cable lines on streets with a 7 per cent. grade, to install this traction system at once on Eighth street from Columbia street to Queens avenue. The necessity for this line he showed was proved at almost any hour of the day, but particularly from 7.30 to 9.30 in the morning and from 1 to 2.30 in the afternoon. His intention was to charge twenty cents per ton with certain rates for varying periods. The whole question was left in the hands of the engineer and the board of works which will report back.

City Engineer J. W. B. Blackman, instructed at a previous meeting, submitted an estimate of the probable cost of installing and operating a rock-crushing plant in the city. The estimate included everything necessary to operate successfully a crushing plant with a crushing capacity of two hundred cubic yards per day for a capital outlay of \$39,000. The estimated maintenance would be \$2,000 per year. The plant could, the official reported, be operated on an economic basis for about six months in the year, and he suggested that small portable crushers be purchased for the summer months which were to be found in abundance on the streets. This crusher would be operated in conjunction with the steam roller, which had a fly wheel attached and was used for the roller during the winter months when road building was not in operation. The matter was left over until a future meeting.

Permission was granted to the board of works department to have the street lights kept on throughout the entire nights, the night cleaning crews being at work during this time.

CANNOT ENFORCE THE LORD'S DAY ACT

New Westminster Council Will
Consider By-law on Sub-
ject Shortly

New Westminster, Oct. 6.—With reference to the letter from the W.C.T.U. regarding the enforcement of the Dominion Lord's Day Act, Wade, Wheeler, McQuarrie & Martin, city solicitors, advised the council at its last meeting that such enforcement was in the hands of the attorney-general of the province, and that the city aldermen had no power to act.

Later in the evening, Alderman Wade tabled a by-law which will be read for the first time next meeting, and which will have reference to this important matter.

PURCHASE FISH COMPANY.

Seattle, Wash., Oct. 6.—Announcement has been of the purchase of vessels of the Standard Fish Company and their plant and dock at the foot of Bell street by a newly-organized corporation, which will be known as the H. E. Poole Fish Company of Seattle.

The company has been organized by H. E. Poole of Tacoma, formerly manager of the International Fisheries Company of that city and Captain Harry K. Struve and J. S. Bolling of the Ship Brokerage firm of Struve and Bolling, with offices in the Grand Trunk Pacific Dock.

Three fishing schooners, the Standard No. 2, and the Charles Levl Woodbury are included in the deal. The vessels will be used in the halibut fishing banks on the Alaska coast, the company engaging in the wholesale fish business.

The schooner Charles Levl Woodbury is one of the best known vessels of her class on the coast. Two years ago she was seized by the Canadian fishing cruiser Kestrel between Two Islands of the Haycock group and made captive at Vancouver. B. C. The Canadian officers claimed that she was within the three-mile limit. The master of the Woodbury explained that while he was picking up his fishing gear the vessel was carried into Canadian waters by a strong wind and tide. The schooner was released after paying a fine to the Canadian government.