The Semi-Weekly Colonist.

FORTY-FOURT YEAR — VICTORIA B. C TUESDAY MARCH 31 1903. — VOLUME LXV

Terminal City News

Loggers Alarmed at Regulation as to Survey of Timber Lands.

American Capitalists Arranging for Purchase of Immense Tracts of Land.

Matti Kurriki Anxious to Bring 10,000 Finlanders to This Province.

From Our Own Corespondent.

Vancouver, March 27.—Twenty-five loggers representing the logging interests called on Mr. Joseph Martin, M. P. P., and Mr. H. B. Gilmour, M.P.P., this afternoon, asking them to do what they could to have the order-in-council rescinded requiring timber lands acquired under special license to be first surveyed. They stated that the hardship was too heavy for them to bear. Messrs. Martin and Gilmour expressed disapproval of the new law. Mr. Martin promised to write the Attorney-General about the matter, urging him to recommend the government to rescind the law.

A letter from the Attorney-General's department has been received staying proceedings in the appeals from the Provincial Court of Revision in the manufacturer agent's tax cases. The provincial tax collector assessed the Ogilvie Milling Company and Waterous Engine Company on the profits of their business in this province as test cases. Mr. Major, sitting as judge in the Revision Court, confirmed the assessment. The firms interested appealed to the Supreme Court. These proceedings are now stopped by the provincial government withdrawing the cases.

Rev. C. C. Owen, rector of Memorial church, London, Ontario, has accepted the call to Christ church. He is a graduate of Toronto University and served as chaplain of a regiment in the Riel rebellion.

Everybody must pay on the tenth of the month or be placed on the black list. Everybody is included, for everybody buys groceries, and it is the retail grocery stores who are going to put this plan in operation in Vancouver. The plan is already in force in Victoria and works well. Today an active canvasser was around among the grocers getting their consent to this plan.

One hundred thousand acres of timber lands is the extent of limits which it is said Mr. J. Hanbury will acquire in British Columbia on behalf of a Minneapolis and St. Paul syndicate. Mr. Hanbury comes from Brandon, but represents American lumbermen in his contemplated big purchases. He is a guest at the Hotel Vancouver, and has been very actively negotiating for leasehold properties for several days. Several leaseholds have already been bonded. Mr. Hanbury is not the only would-be purchaser in the city. In fact the timber brokers are having a busy time. Whether many deals will be closed is another question. Some sales have actually taken place, however, and other very large ones are pending. In each instance it is the intention of the would-be purchasers to erect large shingle and saw mills, should they close the deals for the limits, and it goes without saying that if all the deals now under contemplation and advanced beyond the cruising stage, go through, there will be such a boom in the timber business in another year that will make the present business pale into insignificance.

Housewives must bake their own bread or feed the family on potatoes, if some arrangement cannot be made to have the next batch of flour delivered to bakers hauled over the Great Northern railway. There was a rumor this morning that the bakers had decided to strike at once if Mr. Muir, the Mount Pleasant baker, continued to supply "unfair" boats with flour. Mr. Baxter, the president of the Bakers' Union, was called upon, who explained the situation as follows: The bakers will not talk strike unless they are supplied with flour handled by non-union men. Should that be done, a meeting would be called at once to consider the matter, and it is likely that a strike would follow.

"I would bring ten thousand Finlanders to British Columbia if I received encouragement; but I am chained down. I would like to send ten thousand Finlanders to Alaska, and when I go East, I will see the head of the Immigration Department of the United States about it."

This statement was made by Mr. Matti Kurriki, president of the Kalivan Kansa Company. Mr. Kurriki starts in a few days for Eastern Canada on a lecturing tour. He will tell his people wherever he finds them, of the labor situation in British Columbia, and of his colony on Malcolm Island. His trip might result in a great influx of Finlanders, and might not. This is to be seen. He says that his original plan was not to establish a colony of a few paltry hundreds. His idea was to have a great colony of many thousands. He wished to people this section of the province with a fine, law-abiding race of people from his far Northland home. If chained and shackled, as he says he is, he cannot do this, he will at least try to find a home for ten thousand of his people in Alaska. In the East he can interest influential Finlanders, who will make it easier for him to approach the United States government. Mr. Kurriki says: "It may not be generally known that a family can keep themselves nicely on land that is only open to the summer sun for three months and covered with ice and snow for the rest of the year. These are the conditions in Alaska, and if suitable homesteads could be secured for his people in the frozen North, the climate would not be a bar. It depends on what encouragement the government of the United States will give such a colony.

W. A. Pauer, provincial land surveyor, who has been laying off the property recently sold by the Moodyville Mill Company to a British company, through Mr. Hammersley, has returned to the city after surveying the property from the ferry wharf to Moodyville. Mr. Bauer says that without exception the property includes the finest residential sites he ever saw. The task of laying the property out took a month.

The Young Conservative Club was addressed by Mr. Richard McBride last night. He gave it as his opinion that if the session now being brought on in Victoria of the local legislature lasted its term, it would be followed by an over saw. The task of laying the provincial government. Mr. Charles Wilson also made a short speech.

The Art Historical Society are arranging to transfer their museum to the Carnegie library.

R. B. Skinner has secured an option

(Continued on Page 7.)

WINDING UP ORDER.

Toronto, March 27.—The court this morning granted an order to wind up the North Bay Supply Company; the order not to issue for a fortnight. The applicant is W. N. Eastwood, Toronto, president of the company whose claim is about $10,000. Liabilities placed at $26,000, assets $16,000.

GATHERING INFORMATION.

Witnesses Privately Examined in London in Prosecution of Wright.

London, March 27.—At the instance of the lawyers for the prosecution in the case against Whitaker Wright, former director of the London and Globe Finance Corporation, now under arrest in New York while awaiting extradition, a number of witnesses were privately examined at the Guild Hall court today, but no information regarding the testimony taken was given to the public.

ME IN TROUBLE.

Chinese Empress Recalls General To Find Out What For

Pekin, March 27.—The tone of the Official Gazette indicates that the Chinese government is giving increased attention to the rebellion in Ewang Si province. An order was issued this evening to General Me, who was despatched months ago under an injunction to crush the insurgents to return to Pekin and report immediately to the Dowager Empress, who desires to learn the exact situation, the reasons of the complications and the cause of his failure to carry out the orders given to him. Other edicts have appeared recently for the correction of abuses which are supposed to have caused the rebellion.

SIR HECTOR'S OBSEQUIES.

Orders From War Office Direct That Assistance Be Given Funeral.

Paris, March 27.—The British Consul A. P. Inglis today issued a formal note announcing that the body of Major-General Sir Hector Macdonald who killed himself here on Wednesday will be transported to Scotland where the funeral services will occur. Orders from the War Office in London are, to give every assistance to the family in the removal of the body to Scotland. This statement is intended to set at rest the reports that the body was to be buried here tonight.

CUBAN POSTAL TREATY.

Little Republic and the United States Extend Domestic System.

Washington, March 27.—A permanent postal treaty between the United States and Cuba is now in course of negotiation and probably will be in operation within a few weeks. The treaty is substantially the same as the one now in force between the United States and Canada and practically continues, the system in vogue between the Washington and Havana administrations since the American regime in Havana began. This puts the relations of the United States and the Cuban governments on a domestic postal system basis.

RUSH OF EMIGRANTS.

Inability to Book Passages Causes Falling Off in Entries.

Toronto, March 27.—The News' London cable says: The rush of inquiries at the Canadian Emigration Offices has slackened, largely owing to the impossibility of booking so many passengers at once. Barr's colony are now mobilizing at Liverpool, whence they sail on Tuesday. Barr's work will be continued in England by his new partner, Dr. Robbins, who was formerly a Methodist minister in Ontario, and later a Presbyterian minister at Truro, N. S. After coming to England he became minister of a Presbyterian church.

NO MORE PREMIUMS.

Lords Makes It Penal Offence to Aid Business With Largesses.

London, March 27.—The House of Lords today passed the Prevention of Corruption bill which makes it a penal offence to offer or accept gifts or bribes with the view of influencing business.

SIR OLIVER'S HEALTH.

Unable to Attend at Legislative Hall and Administrator Acts.

Toronto, March 27.—Chief Justice Moss was again sworn in this morning as administrator. Sir Oliver Mowatt being unable to attend the legislature in order to assent to bills and to perform other duties of his office in connection with the contemplated adjournment of the legislature.

PEACE ACCLAIMED.

Uruguay Revolutionists Seek Another Change of Life.

Montevideo, Uruguay, March 27.—An assembly of the chiefs of the revolution just ended today ratified and acclaimed peace in the convention, which was signed with the government last Monday.

EXPECT MORE EMIGRANTS.

Lord Strathcona Dissatisfied at Numbers Leaving England For Canada.

Montreal, March 27.—The Witness' London cable says: "Lord Strathcona has communicated to the press his dissatisfaction, which is shared by the Canadian government and members of the Canadian parliament that the number of British emigrants to Canada are not as large as the greatest colony in the Empire is entitled to expect.

U. S. MANILA CABLE.

First Link Will Be Laid Early Next Month.

San Francisco, March 27.—The first steps in the work preliminary to the laying of a cable between Honolulu and Midway islands have been taken up. The supply ship will sail April 10 for Midway. The line will be the second link of the cable which is to connect the U. S. with the Philippines.

ENGLISH FARMERS' WANTED.

Toronto, March 27.—The Ontario government has sent H. E. Kyle, of Oakville to England to secure farm laborers.

ATROCIOUS RUMOR DENIED.

Nothing Known in Poland of Reported Wholesale Infanticide.

Berlin, March 27.—Enquiries made at Warsaw, Russian Poland, regarding the report circulated in the United States by a news agency Wednesday to the effect that the widow of Lieut.-Col. Gzowski had been arrested there on the charge of infanticide, and that the police said she had murdered 500 babies within the last two or three years, shows that nothing is known there of any such arrest.

New Ferry's Good Run

The C. P. N. Steamer Victoria at the Outer Docks.

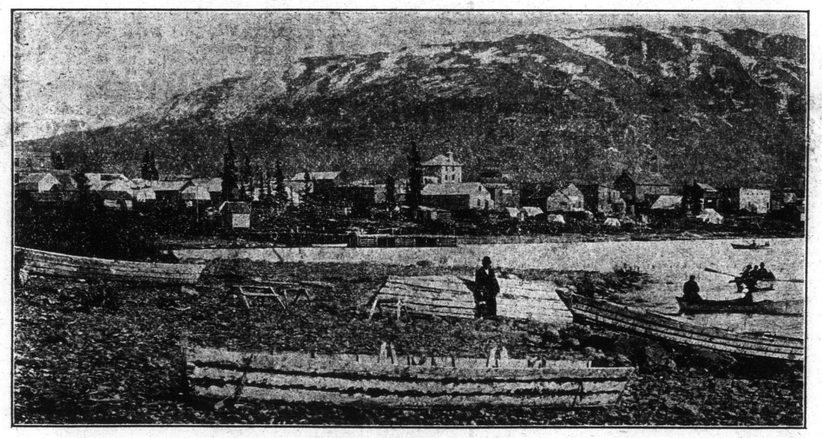
Liner For Victoria-Vancouver Route Will Be First Class Vessel.

Much Work Still to Be Done Before She Is Ready For Service.

The new C. P. N. steamer Princess Victoria—which was built at Newcastle-on-Tyne for the Victoria-Vancouver route—arrived in port yesterday morning, after a passage of 59 days, and although at no time did the steamer travel other than at economic speed, her run is the best that has been made by any of the vessels that have come to Victoria from England. Had the steamer come out making her best time, and burning coal which, of necessity, would result from making speed, she would have made the run in less than 35 days, including stops. At her trial trip in November last, the steamer ran into a heavy gale with a choppy, confused sea, and made 18.55 knots an hour, without having recourse to the forced draft. The builders figure that she can make 19.25 knots, and possibly 20 knots, with favorable conditions.

With the C. P. R. red and white flag at her mainmast, the new steamer tied up at the outer docks about 9 o'clock yesterday morning—there being quite a crowd of C. P. R. officials and others on the wharf to meet her. Without her housework, and with the ironwork of the fiddly exposed with its rough-looking temporary supports and stays, and the three funnels seen standing close together from the top of the narrow fiddy—for space has certainly been economised—and the general unfinished look of the steamer, she presented a strange appearance. She looked little like the photograph reproduction in these columns representing her finished state. The clear-cut lines of her fine model were shown, though, and were much admired by shipping men.

The upper works are to be completed at Vancouver—that is if no interference is made by the strikers in this work. In such an event it is understood that the steamer will be brought back to Victoria and the work will be done here.



LATEST VIEW OF ALLIN, B. C.

The housework and furnishings will involve considerable work, for other than the built-up engine room ventilators and the fiddly, with its closely placed trio of smokestacks, nothing other than the scantiest of temporary work has been done by the English builders. The stern is all planked up, and the flimsiest of cabins and chart rooms have been placed on the deck, with a rough-made bridge—in fact the builders have been careful to avoid doing too much to the fittings of the vessel.

The scant provisions for navigation rooms, wheel house, etc., worked some hardship to the officers on the voyage out, but other than for the discomfort experienced, one and all spoke of the passage out as a very good one. Three heavy blows were encountered, once in the Bay of Biscay, and again in the Straits of Magellan, and later when coming up the coast towards Flattery. The steamer pitched and tossed much, being light, but one and all speak highly of the craft as a sea boat. The unfinished state of the steamer gives the sight-seer—and there was quite a crowd on board the steamer while she was at the outer docks—little opportunity to form an impression of what the liner will be in her completed state.

When finished the steamer will accommodate a large number of passengers, all above the hurricane deck. On the upper deck aft is a large deckhouse, containing the dining saloon, with seating accommodation for 90 saloon passengers, and also the galley and pantry. The Galley is right aft, and the pantry between it and the saloon, which is now completely bare, and with its sides boarded up. From the after end of the engine casing to the stem the plating is carried up to the hurricane deck, and in this space at the after end are the rooms for the engineers, petty officers, etc., whilst forward the space is reserved for second-class passengers. On the hurricane deck a large house will be built at Vancouver, almost the whole width of the vessel and 245 feet in length, at the sides of which are the staterooms for the first-class passengers; the space between these cabins is being fitted up as a sitting room, access being obtained to the dining saloon below by a commodious staircase aft of the engine room.

The machinery consists of two sets of triple-expansion engines, and as is seldom seen on any of the local vessels. She has four cylinders, having two pressure cylinders, which is part of the Yarrow, Stick and Tweed system of balancing her engines to decrease vibration and increase speed. The cylinders are 24-inch, 40-inch, 43½-inch and 43½-inch in diameter, with a common stroke of 33 inches, and are expected to develop about 5,500 indicated horse-power on the trial trip. Steam is supplied by six single-ended Scotch marine boilers, each 15 feet in diameter by 11 feet long, working at a pressure of 160 pounds per square inch. This machinery is expected to drive the vessel at a speed of over 18 knots in service. She is 300 feet long, is 40 feet 6 inches beam, and has a moulded depth of 18 feet 6 inches.

The Princess Victoria, in charge of Capt. Cooper, first officer of the Empress of Japan, who brought the steamer Haiting, now Princess May, to Victoria from Hongkong, left Wallsend-on-Tyne on January 29, and after a run of eleven days anchored off the coal bunkers at St. Vincent. Heavy weather was encountered in the Bay of Biscay, and the steamer pitched a good deal, and shipped a quantity of water on her lower deck. She, however, proved herself a capable sea boat in this, her first experience of heavy weather. The run to St. Vincent was made at an average speed of 10.75 knots. At St. Vincent 404 tons of Welsh coal was put in her bunkers, and on February she resumed her voyage.

Ten days later Rio de Janiero was reached, fine weather with light winds and calms being encountered on the voyage, which was made at an average speed of 11.3 knots an hour, the steamer burning 215 tons of coal during the voyage. She loaded 288 tons of Welsh coal at Rio, and on February 21 departed for Coronel, via the Straits of Magellan. Stormy weather was encountered when nearing the Straits. The run through the Straits was made in 21 hours' steaming from Dungeness to Cape Pilor. The steamer came to an anchorage in Port Famine and remained there for twelve hours. The big steamer Hawaiian was seen outbound to San Francisco and the steamer Alaskan was seen bound the other way. Coronel was reached on March 6, thirteen days from Rio. The run was made at an average of 11.15 knots an hour, the consumption of coal being 307 tons during this run.

At Coronel 664 tons of local coal, which is similar to that of Newcastle, was loaded, and the run to Victoria was made at an average speed of 12.3 knots. Moderate winds and strong Southeast and Northeast trades were encountered on the voyage North, and at 10:30 p.m. on Wednesday last the steamer arrived at San Diego, where a call was made for orders. The vessel also asked to be reported, and as a result a mistake was made, and she was reported from San Francisco as having passed that port; whereas she did not pass San Francisco until that evening at 8:15, when she went by in the darkness on a dismal, rainy night, fifteen miles off the Farrallones, and it was hardly likely that she would be seen. The mistake arose as a result of her being reported at San Diego in San Francisco, and the C. P. R. agent at the Golden Gate reported her as passing that port instead of the Southern one.

From the latitude of San Francisco the steamer encountered moderate gales with a high sea, and on rounding Flattery early yesterday morning she rolled considerably in the high sea then running. She has been steaming with but two boilers for the greater part of the voyage, having opened out but once to four boilers. That was when passing through the Straits of Magellan. The run out from England, a distance of over 14,000 miles, was made at an average of about 12.21 knots, or about 320 miles a day. The best day's run was 365 miles, made on the voyage up from Coronel. The coal consumption was from 20 to 24 tons a day. She burned an average of 21 tons on the run of 6,093 miles from Coronel. When she moored at the outer docks she was drawing 11.3 feet forward and 14 feet aft, but it is likely that she will go down a foot at least when her housework has been placed on her.

Capt. Cooper, who was chief officer of the Empress of Japan, was master of the steamer. It was he who brought the Princess May from Hongkong for the C. P. N. When the vessel is docked at Vancouver, Capt. Cooper will leave the vessel, for it is understood that he is to return to the Empress, and when the steamer is placed in commission, Capt. Rudlin, the veteran of the C. P. N. Co., who is now on the Charmer, will have command. W. Jones, second officer of the Empress of India, was chief officer of the steamer, and W. Dixon-Hopcraft, second officer of the Empress of China, was second officer of the ferry steamer, and Mr. Armstrong was third officer. T. G. Mitchell, who has been chief engineer of the steamer Charmer for a long time, is chief of the new steamer, and he will remain by her. Mr. Cartlege, second engineer of one of the Empresses, and Mr. Detchon, guarantee engineer in the employ of Hawthorn and Leslie, the builders of the engines; Archie Allice, formerly of the Charmer, and Mr. Rankin, of this city, are also in the vessel's engine room.

The engineers figure that the steamer will consume 1½ pounds of coal to her horse-power. While she will run 12 knots, the economic speed at which she came out with 20 or 21 tons of coal, it requires about 120 tons of coal to make the speed of 18½ knots an hour, which was developed in the face of adverse circumstances at her trial trip. The fact that her engines are balanced on the Yarrow, Slick and Tweed balance system, lessening vibration to the lowest minimum, the cranks being arranged at certain angles, and other changes made in the usual procedure to accomplish the object, gives the vessel an increased speed.

Westminster Briefly Told

Funeral of the Late I. Birch Fisher to Take Place Today.

Death of Duncan Munn—New Street Car For Victoria Launched.

Low Water in Fraser Causes Much Inconvenience to Shipping.

From Our Own Correspondent.

New Westminster, March 28.—The funeral of the late I. Birch Fisher will be held this afternoon. Large numbers of friends from Victoria and Seattle will be present to pay their last respects to the deceased. The will has not yet been read, and what disposition has been made of his vast estate is not known.

Another of Westminster's prominent citizens, in the person of Duncan Munn, passed away today. He was 84 years of age, a native of Prince Edward Island. He came to this province ten years ago, and has resided with his eldest son, Angus Munn, collector of customs of this city. He leaves a widow and five sons. Angus and Daniel J., one of the most prominent cannerymen in the province. The cause of death was heart failure.

The first street car built in British Columbia, left the shops of the B. C. Electric railway in this city today. The car is designed for use in Victoria.

It is likely that in the course of the next week or so, another batch of salmon fry will leave the government hatchery at Bon Accord. This lot will be turned adrift in Nanaimo river, which was greatly improved last year, by the removal of numerous obstructions. With ordinary success, Nanaimo should, three years hence, have a run of sockeyes all to itself.

The low water is proving a serious obstruction to the free navigation of the upper portions of the Fraser river. It was the cause of the steamer Ramona coming to grief a week ago, and yesterday the steel steamer Beaver had to lay over night above Mission before resuming her trip to Chilliwack. The Ramona affair proved more difficult than at first supposed would be the case, but chains have at last been got under the hull and the steamer will be probably brought to town Saturday.

An agitation has been started for the increased use of the government snagboat Samson on that part of the river. The Samson has been acting as tender to the big suction dredge, and was only lately relieved by the tug Princess, which is usually attached to the Mudlark.

An interesting case was heard in the district court before Capt. Pittendrigh, S. M., in which Dr. Wilson, coroner at Ladner, charged Joe Jordan, policeman of that place, with assault. The trouble arose over the burial of a Chinaman without a permit. Neither of the parties were aware of the fact at the time, but Jordan's team had been used to convey the body from Grant & Kerr's mill, where the Chinaman had been drowned, to the burial ground, and the doctor was commencing to enquire into the matter when he accosted Jordan. As they had not been on speaking terms, an altercation ensued, during which the alleged technical assault was committed. It consisted in Jordan rubbing his body against the doctor. At times there was lively crossfire between counsel, and also between lawyer McBride and the doctor. The magistrate said too much temper had been shown in the way of discharging duty, and he hinted at prosecuting the parties who did the illegal burying.

It is understood the Yorkshire Guarantee and Securities Corporation have taken steps to bring Capt. Geo. H. Cooper to task for his remarks at a meeting in this city, and if his remarks reach the ears of the full court and other legal functionaries, more will probably be heard of the matter. Capt. Cooper is the discoverer and patentee of the octimal system of notation, in the interest of which he recently lectured in Victoria and Frisco. He claims to have been ruined by suits culminating in the seizure and sale of his steamer, the Courser, and failing to get satisfaction in the courts he some months ago thrashed the Loan Company's banker at Chilliwack, whom he met on the street here.

Seeding commenced in the Delta yesterday.

MARINERS ACQUITTED.

Altona, Prussia, March 28.—After a trial lasting five days, the provincial court has acquitted the captain and boatswain of the tug Hansa, who were charged with manslaughter in the sinking of the Elba excursion steamer Bismarck July 21 last, when 102 persons were drowned.

C. P. R. EARNINGS.

Montreal, March 28.—The earnings of the C. P. R. for the month of February were $2,827,295; working expenses $2,084,554; net profits, $742,741.

GAMEY-STRATTON INQUIRY.

Commission Will Meet This Week and take Evidence Next.

Toronto, March 28.—It is stated now that the Gamey-Stratton commission will not meet to organize and to issue subpoenas until the latter part of next week. The hearing of evidence begins on Monday, April 6.

REBELS ARRANGING TERMS.

Insurgent Domingos Demoralized and Trouble Nearly Over.

Washington, D. C., March 28.—Minister Powell cables from Port au Prince today as follows: Government troops now surrounding San Domingo. Revolutionary forces demoralized. Most other points in the country quiet. Figuara, former president, is trying to arrange terms with Vasquez.

RALPH CONNOR'S BROTHER

Well Known Doctor of Toronto Succumbs En Route Home.

Toronto, March 28.—Dr. Gilbert Gordon, brother of Rev. Charles W. Gordon, of Winnipeg (Ralph Connor), died at Balmoral on his way home from the South, where he went to recuperate, after a severe attack of pneumonia. Deceased was a prominent medical man of this city.

SOUTHERN PACIFIC WRECK.

Sunset Limited Crashes Into Express and Three Are Killed.

San Antonio, Tex., March 27.—Three passengers were burned to death, and nineteen persons were injured in a rear end collision at La Costa station, twenty miles west of here on the Southern Pacific railroad at 10 o'clock last night. The dead: Guadelupe Cantee, Monterey, Mex.; Antonio Arizahe, Sabinas, Mex.; Manuel Trevino Santo, Sabinas, Mer. The Sunset Limited crashed into the Eagle Pass express, which was running as the first section of the former train. The Pullman sleeper and private car of Gen. Geronimo Trevino, military commander of the department of Neuva Leon, Mex., were splintered, and three kinsmen of the general were burned to death before they could be extricated from the cars which were ignited by escaping oil from the tender of the limited's engine. Gen. Trevino is a son-in-law of the late Gen. Ord. U. S. A., and was en route to San Antonio with a sick son.

Strike Ended.

FERNIE, MAR. 28.— The settlement has been completed. The agreement covers a period of two years

A special despatch to the Rossland Miner from H. G. Seaman, a member of the conciliation committee in connection with the strike at the Crow's Nest Coal Company's collieries, says: "The settlement has been completed. An effective majority of 56 has been secured in favor of the terms arrived at by the conciliation committee. The details of the vote are as follows: For settlement at Fernie 34, Michel 139, Morrissey 6. Against settlement at Fernie 136, at Michel 15, at Morrissey 28. The agreement thus ratified by the miners covers a period of two years."

YESTERDAY AT THE CAPITAL

Winnipeg Rowers Challenge Ottawa for the Stanley Cup Trophy.

From Our Own Correspondent.

Ottawa, March 28.—The trustees of the Stanley Cup have received a challenge today for the cup from the Winnipeg Rowing Club, who have won the championship of the Western Canada Hockey Association by defeating the Winnipeg Victorias. The challenge is accompanied by a letter, which says: "If our challenge should be accepted, we desire that the contest for the cup be decided by the best two out of three games, and that the said games be played in the early part of January next."

Senator Miller was seriously ill on Thursday evening, but was out of danger yesterday. At one time his life was despaired of, and a priest was sent for, but yesterday he took a chance for the better.

Lumber Men Stirred Up

Regulation As To Survey Of Timber Leases Causes Much Talk

Dominion Cycle Meet For Terminal City on First of July.

Toronto Old Boys Complete Organization and Elect Officers.

From Our Own Correspondent.

Vancouver, March 28.—It is inferred from a letter from Mr. Hewson, secretary of the Canadian Wheelmen's Association, that the Dominion championship cycling meet will take place in Vancouver on Dominion Day. Hewson says: "All the Toronto clubs are in favor of Vancouver as the place of meeting."

Four law suits have been brought in the Supreme Court by R. P. McLennan, who sues for $22,000 insurance money, on steamers burned at Dawson, for which J. T. Genelle stood trial, and was acquitted. Genelle turned the insurance over to Mr. McLennan before the steamers were burned.

The announcement in the last Provincial Gazette respecting timber licences, came as a bombshell in the camps of the loggers. In the first rush before the loggers could grasp the true significance, they fancied that they had been out-manoeuvred by the mill men, who had induced the government to place so heavy a burden on them as to induce them to throw up their hands and yield up the vast timber resources of the province to the leaseholders and freeholders and corporations with capital. One logger said: "It is a crushing blow to the logging industry. We have been asking the government for bread, and they have given us a stone." Another in expressive language stated that the "government was feeding a little pea soup to the provincial surveyors with a bit of pork in it." All were suspicious that the mill men were behind it. After mature deliberation, wiser counsel prevailed. Mr. Higgins, president of the Loggers' Association, stated that it was too early to express an opinion that the matter would be considered at a special meeting of the association Monday night. Mr. H. G. Ross, secretary of the association, spoke in similar terms.

As it subsequently transpired, the mill men were as ignorant as the loggers of the government's intention. Mr. Scott, of the Pacific Coast Lumber & Shingle Co., when spoken to said, that he had not even heard of the matter, and the mill men had certainly no hand in inducing the government to pass the order-in-council. He thought the government had taken the action owing to their having so much trouble in the department in connection with overlapping claims. Mr. Jas. McNair expressed himself similarly, and stated that he supposed it would be a hardship on hand loggers. As far as loss of revenue was concerned, it is better that the government should receive enhanced revenue from normal growth of the industry than an inflated revenue through wrong conditions. Mr. McNair explained that he had not heard of the matter until asked to express his opinion on it, and thus gave his opinion without much consideration, but that was how the matter struck him at the first glance.

Yesterday afternoon nearly every logger in the city called on Messrs. Jos. Martin and H. B. Gilmour, M. P. P.'s and asked them if they approved of the clause that licensed land should be surveyed? They explained that it would mean an additional $100 or $200 for every mile taken up, and was too great a burden on the logger, besides all land now held would have to be surveyed before a renewal could be secured. Both Mr. Martin and Mr. Gilmour, after talking over the matter, informed the delegates that they did not approve of the new law. That while it was evidently intended to serve a good purpose, it would bear too heavily, he thought, on the hand logger. Mr. Martin, at the request of the delegates, consented to write to the Attorney-General, and do what he could to induce him to recommend to the government to have the order-in-council rescinded.

The new law was the topic of conversation in the timber world yesterday.

Still another strike is threatened in Vancouver. The painters demand more pay and shorter hours. The master painters consent to the demand for more pay, but have so far refused an eight-hour schedule. A strike may take place next month. It is also reported that journeymen blacksmiths have filed a demand for an adjustment of their schedule.

The Toronto Old Boys Society completed its organization yesterday, when the following officers were elected: Hon. President, His Lordship Chief Justice Hunter; president, E. J. Clarke; vice-president, J. L. Ker; secretary, G. F. Timms; treasurer, W. J. Duke; executive, E. Hewitt, J. Marshall, J. Wilson, M. R. Virtue, B. Weeks, A. B. Hanscombe, T. Harvie, H. Lewis and A. M. Clare. A banquet will be held at an early date.

Mr. Grant Hall, assistant to the superintendent of Rolling Stock and representing Mr. E. A. Williams, superintendent of the rolling stock of the entire system, executed an agreement with the heads of the several organizations of the C. P. R. shops in Vancouver, in which it is set forth that as no grievance exists, the shops are to be considered fair by these unions—applied of course only to the present troubles—and it is set forth that any employee of the shops ordered out by the committee of the U. B. R. E. can resume his position provided he applies before 7 o'clock a. m., April 1.

The Draymen's Association and striking teamsters are trying to negotiate a deal by which peace may be restored without loss of self-respect, and the teamsters go back to work. The Draymen's Association met last night at the offices of the Pacific Transfer Company and received a deputation from the teamsters who presented a draft agreement to be signed by the Draymen's Association, if found acceptable. This agreement was the same as that in force between the union and Draymen's Association before the strike, with several additional clauses making the agreement rather more binding on the draymen than formerly. Nothing, however, was mentioned in the agreement about handling C. P. R. freight. The draymen declined to consider the proposition, but presented a counter proposition to the teamsters, which was in effect, that should the teamsters desire to return to work they would be taken back should their place not be filled in the meantime. In the proposition nothing was said about unionism.