

AGED MURDER ON ONE OF GULF ISLANDS

Ger Gives Himself Up to the Police Who Are Now Investigating Affair.

cover, Oct. 19.—News reached over this morning of an alleged murder on Tumbo Island, near St. Isidore, which occurred a week ago.

BATTLESHIPS COLLIDE.

Prince George Badly Damaged by Ram of the Hannibal.

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Disbanding Reserves.

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MANAGER PROMOTED.

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Deputy Collector.

Keay, of Fernie, has been appointed deputy collector of inland duties at Fernie.

WILFRID LAURIER IN THE HOUSE.

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MAKING CHOICE OF THE LEADER

LIBERAL MEMBERS ARE ASSEMBLED HERE

All Those Elected With the Exception of the Two Cariboo Members Present.

(From Monday's Daily.) Fifteen out of the seventeen Liberal members elected to the legislature on October 2nd, are in the Capital today for the purpose of selecting the man who will henceforth occupy the post of leader of the party. The two absent ones are Messrs. Murphy and Jones, of Cariboo, who found it impossible to get here in time for the meeting.

A number of the members, including John Oliver, of Delta, and Stuart Henderson, of Yale, came in on Saturday night. Dr. King, the youthful member for Cranbrook, came in yesterday morning, and Messrs. Brown, of Greenwood; MacDonald, of Rossland; and Munro, of Chivilwack, came down on last night's ferry. Joseph Martin was also a passenger from the Mainland last night.

Later in the evening W. W. B. McInnes, of Alberni, arrived, and introductions were the order of the day or of the evening. The returns of the District were the mustering place of many of the members, and here the outlook for today, and the probable action of the coalition, was seriously canvassed. A noteworthy feature of the situation is the unfamiliarity of the members with one another, a feature scarcely to be wondered at when the amount of new material which the past campaign developed is taken into consideration.

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OFFICIALS ABOVE REPROACH.

Prominent Klondiker Says Charge That They Are Incompetent Is Incorrect—Yukon Affairs.

MAY ARRANGE TO BUY THE SEALING FLEET

Conference Will Be Held Next Month—How the Negotiations Stand at Present.

An Associated Press dispatch from St. Petersburg says: "N. A. Komarov, who was Russian representative in the seal arbitration at The Hague, has been appointed a delegate to the November seal conference. It is said that the United States offers to pay two-thirds of the \$500,000 Canada demands for her sealing fleet, provided Russia contributes one-third of the amount."

Victoria sealing men have received no official information of the conference, which, according to the above dispatch, is to be held in November, but they are not surprised to learn that such will take place. In fact they have been looking for a conference for a number of years, and anticipate now that it will take place at Washington.

In order to explain the above it might be stated that in 1896 or '97 a secret treaty was concluded with Japan by which the United States, the conditions of which provided that the United States should purchase Japanese sealers in view of a cessation of business. This, of course, was contingent on Russia assisting in the payment of the indemnity. The treaty so far as known was finally arranged, but was dependent on similar decisions being arrived at between the United States and Great Britain in regard to compensation for Canadian sealers.

This treaty, however, was never effected, and it is supposed that the conference spoken of is the one at which the matter will formally be dealt with.

If the negotiations are successful Russia will also be asked to help purchase the Canadian fleet for the loss which her sealers would sustain in abolishing the industry, and the amount which Russia will be asked to contribute will, accordingly, be increased. The United States is an interested party both in respect to the treaty with Japan and also with Great Britain because of the sealing grounds to be found on the Siberian coast.

C. P. R. PARTY HERE.

Number of Officers Are in the City on Tour of Inspection.

A party of Canadian Pacific freight officials are now in Victoria, registered at the Grand Hotel. Among the number are W. R. MacInnes, of Montreal, freight traffic manager; F. W. Peters, of Winnipeg, assistant freight traffic manager; western lines; and B. W. Green, of Vancouver, general freight agent. They arrived on Saturday evening, and are here on a periodical tour of inspection. Sunday they visited Crofton, where the workings of the smelter was shown them by Mr. Bellinger, manager, who accompanied the party on its return to the city. The one carrying business of the smelter was dismissed. As is well known in this C. P. R. Company handle all the freight of the smelter, shipping it to New York, and the question of rates was one of the subjects of business considered.

Speaking of business generally, Mr. Greer, said on Monday it was very satisfactory. So far there had been no bookings of flour for South Africa, a trade that promised much last year, but the flour exports to the Orient were on the increase, and ships for Australia were sent out full every trip. The Milwaukee, said Mr. Greer, is having \$125,000 expended on her improvements. She is receiving new boilers and other betterments, and as a result will be capable of making faster time, although always considered a speedy ship. She will be due here in December.

The freight traffic officials of the Canadian Pacific do not believe they occupy a position that necessitates close attention to the lumber situation in Washington. The fire department is in the hands of the city, and it is pointed out that the Canadian Pacific could not supply the number of cars needed. The companies that road can furnish are required in this province, where important interests are at stake, and this will be given first attention.

Discussing the situation, Mr. MacInnes said in Seattle: "Practically all the equipment we provide to supply the Northwest is obtained in British Columbia. This business must be given our first attention, though we are extremely anxious to succeed in Washington millmen every facility possible to handle their shipments. The lumber and shingle traffic from the Northwest is growing so rapidly that it is out of all proportion to the westward movement of freight."

As a matter of fact, I believe that the business originating in the Northwest, combined with that supplied by the Oriental trade, will always exceed the west-bound movement of freight. This means that the transcontinental lines interested in the traffic will have to continue hauling equipment west to take care of the east-bound business. To be sure, we have put in special rates to the Orient that have encouraged through shipments and supplied a larger number of cars, but the demand is not yet met.

The special rates from the East, in different positions from the Washington lines. For instance, on the low flour rates we are not compelled to protect the interests of the mills of the Northwest. We have no flour mills on the line that compare to those of Spokane and Eastern Washington. This has enabled us to grant special freight rates at special fares from the East, in almost any season of the year to cross the Atlantic, in vessels drawing 30 feet and upwards, without feeling the slightest movement of the vessel from the coast.

The position in regard to fast steamers on the Atlantic, with high fares, now is very similar to that on British railways thirty years ago. Then first class trains at special fares were run almost daily the railways of the United Kingdom; but railway directors after a time found that it was more profitable to carry third class passengers by all trains, the larger number of passengers compensating for the lower fares.

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Till within very recent times an Atlantic voyage at almost any season of the year did not leave a very pleasant memory to those who had made it. It was a torment to be got over as quickly as possible. But the coming of steamers of 20,000 tons and upwards has changed all that. It is now quite possible to almost any season of the year to cross the Atlantic, in vessels drawing 30 feet and upwards, without feeling the slightest movement of the vessel from the coast.

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