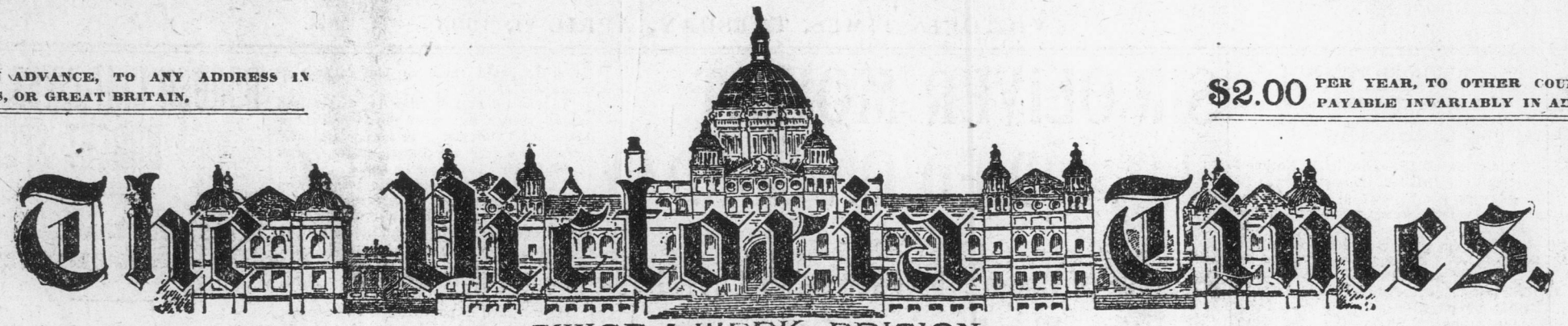


Co. Ld. oes, Etc. Co. Ld. We cannot afford... Co. Ld. Weymouth, April 17.—Sir Thomas Lipton's new challenger for the America cup, Shamrock III, was dismantled in a squall to-day shortly after leaving this harbor preparatory to another trial spin with Shamrock I. Her mast, as it fell overboard, carried several of the crew and all the gear and canvas overboard. One man was drowned, and several persons, including Sir Thomas, who was knocked down a hatchway, were bruised or otherwise injured.

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NO. 22.

CUP CHALLENGER WAS DISMAYED

ONE MAN DROWNED, SIR T. LIPTON INJURED

Yacht Was Caught by Squall While Preparing for a Race With Old Shamrock.

Weymouth, April 17.—Sir Thomas Lipton's new challenger for the America cup, Shamrock III, was dismantled in a squall to-day shortly after leaving this harbor preparatory to another trial spin with Shamrock I. Her mast, as it fell overboard, carried several of the crew and all the gear and canvas overboard. One man was drowned, and several persons, including Sir Thomas, who was knocked down a hatchway, were bruised or otherwise injured. The man who was drowned was a brother-in-law to Capt. Wringe. He was handling a binocular glass to Sir Thomas at the time he was swept overboard. One of Sir Thomas's hands was injured, but not seriously. The yacht was manœuvring under mainsails, jibs, foresails and gaff topsails prior to the start. A strong northeasterly breeze was blowing, but there was nothing in the nature of a gale. The boat's attempt to carry their racing sails well as they fetched the shelter of the breakwater. Shamrock III was leading on tack out, apparently with the intention of testing the strength of the wind. The breeze had just waned enough to keep her lee rail tipping. Before the start Sir Thomas Lipton, Racey, the sailmaker, and Col. Sherman Crawford, the commodore of the Royal Ulster Yacht Club, boarded the challenger, which made a magnificent picture as under her cloud of canvas she drove past Nothehead. The Erin had taken up a position to windward of the yacht, and she was being blown away around a triangular course, and everything seemed to promise a fine race. Shamrock III, then made a short board on the port tack, dragging through a heavy squall with her lee decks awash. At about 10.30 a.m., when nearly a mile off shore, she went about on starboard tack to stand up to cross the line, when a sudden squall of wind, sweeping out of Weymouth bay, struck the yacht and completely dismantled her. The weather rigging screws of her main shrouds gave way, and her mast carried away close to the deck. With it went sails and rigging in a confused mass of wreckage. The yacht's decks were crowded with Sir Thomas Lipton's guests, officers and crew, and it seemed impossible that the disaster was not attended by serious loss of life. Deprived of its shrouds the immense tubular steel mast swayed for a fraction of a second, crumpled up like a tube of paper and went overboard, creating general havoc as it fell. So sudden was the calamity that the yacht lay, wrecked and helpless, before anyone on board realized what had happened. Fortunately most of the tremendous weight of the gear fell clear of the deck, otherwise the disaster must have been multiplied tenfold. As it was only one life was lost, a member of the crew named Collier, brother-in-law of Capt. Wringe. Collier at the moment of the accident was handling a binocular glass to Sir Thomas Lipton, and still had the glass in his hands when he was struck by some of the tumbling gear and knocked overboard. The rattle of blocks and wire ropes on the metal deck of the boat drowned all other sounds for the time. The line was broken by a sharp order from Capt. Wringe to get away a boat. The captain's self-possession spurred the crew to immediate action, and a boat was shoved overboard and manned and steered to search for Collier. Boats were also dropped from Shamrock I and Erin. In a couple of minutes they were all heading for the scene of the accident. Collier, however, never reappeared. A number of others were injured by falling gear, but none were seriously hurt. Sir Thomas was knocked down a hatchway and one of his hands was injured, but not seriously. Clearing away the wreckage was quite a difficult task, owing to the nature of the spars and gear. The Erin passed a line to the wrecked yacht and stood by her to give all the aid necessary. The hull of Shamrock III was not damaged. The mast, when it went overboard, went solid. There was at that time only one break, which was about seven feet above the deck. As the big spar, with its weight of canvas, became heavier owing to the water in it, the mast again buckled its head, going down until it rested on the bottom. It will be comparatively easy to repair the masts, but the whole suit of sails are irretrievably ruined. Boats with a crane were used on the spot to raise the broken mast, after which Shamrock III was taken to her moorings, inside the breakwater. Sir Thomas had a narrow escape. He was shot down the hatchway with the sails, and fell with his force on to break the board flooring covering the tank. Sir Thomas, who was extremely distressed by the fatality and the injury to

GRAVE PERIL NOW FACES PROVINCE

Extreme Vigilance Necessary to Prevent Alienation of Lands of Enormous Wealth to Columbia and Western Railway.

The revelations which have been made in the legislature within the past two weeks of the attempt on the part of the government to alienate 625,000 acres of land in Southeast Kootenay, rich in coal and petroleum, to the C. P. R., and the action of the government in subsequently passing an order-in-council, for which they seek legislative authority, annulling the Crown grant to these lands, have made the whole question the most vital before the House, overshadowing the railway and labor legislation which promised, earlier in the session, to monopolize attention. It is safe to say that, while the earlier revelations created consternation, there is now a feeling almost of dismay, lest the collapse of the government should prevent the consummation of the steps in progress, to safeguard the title of the province to the rich lands in question—lands which those acquainted with the facts declare exceed in value those of the Dominion government reservation in Crow's Nest Pass, which is estimated as being worth millions of dollars. The province is face to face with a double peril. If the government is sincere in its policy of practical repudiation of the debt to which they entered, it is imperative that their lives be prolonged sufficiently to put the measure through the House, a step in which they will have the cordial support of the opposition, whom the country has really placed in the hands of the government. It is imperative that the government be able to carry out its policy of repudiation of the debt to which they entered, it is imperative that their lives be prolonged sufficiently to put the measure through the House, a step in which they will have the cordial support of the opposition, whom the country has really placed in the hands of the government. It is imperative that the government be able to carry out its policy of repudiation of the debt to which they entered, it is imperative that their lives be prolonged sufficiently to put the measure through the House, a step in which they will have the cordial support of the opposition, whom the country has really placed in the hands of the government.

THE END SEEMS NEAR.

Prosperity in the Territories

THE END SEEMS NEAR. Sir Oliver Mowat Was This Afternoon Reported to Be Sinking. Ottawa, April 17.—Sir Oliver Mowat, the Lieut-Governor of Ontario, is sinking, and is not expected to live any time. HOME RULE. John Redmond's Resolution Unanimously Adopted by the National Convention in Dublin. Dublin, April 17.—The National convention called from the United Irish League to consider the new land bill, which assembled here yesterday, reconvened early to-day in the round room in the Mansion House, this city. There was a small attendance. In view of a misunderstanding in the case of certain English papers, John Redmond, the chairman, introduced a strong Home Rule resolution, declaring that the Irish nation will never be satisfied until it shall have obtained a full measure of self-government. "No substitute," said Mr. Redmond, "can or will be accepted." Michael Davitt briefly seconded the resolution, saying Irishmen would be neglecting their sacred oaths to the cause if they did not send such a message to their race throughout the world. Mr. Redmond's resolution was carried by acclamation. Mr. O'Brien then proceeded to explain the various suggested amendments to the land bill. BERESFORD IN COMMAND. London, April 17.—Admiral Lord Chas. Beresford took over the command of the Channel squadron to-day at Portsmouth. NEWS WELCOMED. President of Granby Company on the Repeal of the Two Per Cent. Tax. Montreal, April 16.—The chief result of the action of the legislature of British Columbia in repealing the two per cent. tax on mines in the province, will be that a large amount of capital will be invested in the province, was the remark made to-day by S. H. C. Miner, president of the Granby Consolidated Company, which along with other mining companies has been opposed to the tax. "American capitalists, when they found out how the tax was levied, absolutely refused to put their money into any of the projects of the province. Now considerable English and American capital should find its way into the country. Companies have no objection to paying a fair tax, but they want it levied in a way that will not affect their labor and transportation, as has been the case up to the present."

PROSPERITY IN THE TERRITORIES

THE LEGISLATURE OPENED ON FRIDAY

Man Killed by Runaway Horse—Thieves Stole Two Thousand Dollars. From Post Office. Toronto, April 16.—Rev. Geo. Richardson, a retired Methodist clergyman, passed away at his residence, Yorkville avenue, to-night. Deceased was widely known in the Methodist church circles, having preached over 40 years in Peterboro, London and several other places. A Protest. The Conservatives to-day filed a protest against the return of Geo. D. Grant, M. P., in North Ontario. The Gamey Case. At the afternoon session the witnesses examined were Percy C. Price, who fully corroborated the evidence of his brother and Gamey as to the conversation Gamey and Frank Sullivan had in the piano factory. Johnson was unable to shake their evidence in the slightest degree. Killed. This afternoon a team of horses belonging to Wm. Dalley, cartage agent, ran away from Yonge street wharf, knocked down and instantly killed John Walker, 33 years of age. Post Office Robbery. Winnipeg, April 16.—The post office at Arcola station was robbed last night by parties who entered the back door. They cut open the Winnipeg mail bag and secured over \$2,000 cash and valuable papers amounting to about \$6,000. There is no clue to the robbers. Barr Colonists. A large number of the Barr colonists spent to-day in Winnipeg, and citizens there most favorably impressed with their appearance. The last train going on board Rev. G. E. Lloyd, the second in command, and some of the most prominent and wealthy members, and the hospital staff, left this evening at 8 p.m., and the entire party should be at Saskatoon by to-morrow evening, where they will prepare for the overland journey to the colony. Strike. The journeymen tailors of the city are demanding an increase of three cents per hour in wages, and have given the master tailors until Saturday to decide. If the request is not granted they will go out on strike. At present they receive 25 cents per hour. Prairie Fires. Prairie fires near Regina yesterday destroyed Wm. Morton's stables and farm buildings with their contents. First Steamer. Port Arthur, April 16.—Thano, of Algona Central line, the first steamer of the season, hove in sight this morning, and is making fast progress through the ice fields. She is about three miles out, and will probably be able to get through the ice to-morrow. Assembly Opened. Regina, April 16.—The fifth legislative assembly was opened this afternoon by Lieut-Governor Forget precisely at the hour of the opening of the Territorial assembly chamber, except that a detachment of the N. W. M. P., under the command of Inspector Walker, Premier Haultain proposed Mr. A. B. Gillis, M. P., for Whitewood, as Speaker, and there was no opposition to the selection. Lieut-Governor Forget then read the speech, which referred to the prosperity of the country, having immeasurably increased the duties and responsibilities of the Northwest government and legislature. The speech urged, as in past years, the claims of the Territories to provincial status, which was now all the more necessary in consequence of the transportation conditions that prevailed. The most important announcement in the speech was that the Federal government had acceded to the request of the Territorial government to extend the jurisdiction of the legislature to the important subject of land titles. This will necessitate legislative provision for the ownership and control of the land title system. It was decided to take the speech into consideration on Monday next. (From Friday's Daily.) Several Prisoners Injured. St. John, N. B., April 17.—Fire started at 8.45 this morning in the freight shed at West St. John, and quickly spread to cattle and immigrant sheds and immigration building, where 1,200 passengers from the steamship Lake Simcoe were hurriedly removed from the building, the majority of them going to Carleton street hall. Others in cars were shunted down the yards. Very little if any of their baggage was saved, as the shed in which most of it was stored was almost completely destroyed. The fire

THE BALKAN TROUBLES.

British Battleship Victorious Has Sailed For Greece.

ordered to Greece owing to the threatening aspect of affairs in the Balkans, sailed during the night for Volo, Greece. The naval review and other ceremonies planned for to-day in honor of the visit of King Edward to Malta were countermanded in consequence of the bad weather prevailing. Valletta, Malta, April 18.—The British battleship Victorious, which had been

MRS. FITZSIMMONS DEAD

Wife of Former Champion Heavyweight Passed Away at Her Home.

New York, April 17.—Mrs. Robert Fitzsimmons, wife of the former champion heavyweight pugilist, died to-day at her home in Brooklyn from typhoid pneumonia. She began sinking late in the night, and Mr. Fitzsimmons summoned a number of physicians, but they were unable to save her. Mrs. Fitzsimmons was seen in Victoria when her husband performed here in the play "The Honest Blacksmith."

FOR SELF-PROTECTION.

Montreal, April 17.—A special cable from London to-day says: "At the semi-annual meeting of the Grand Trunk shareholders to-day Sir Charles Riviere Wilson, speaking of the Grand Trunk Pacific scheme, said that the road in self-protection must share the new traffic in the Northwest. He hoped Sir Wilfrid Laurier would recommend liberal treatment of the scheme by parliament. If terms were arranged satisfactorily he would submit the scheme to the shareholders. Regarding the proposed new issue of guaranteed stock, he explained that it was for capital purposes, as required from time to time, instead of issuing four per cent. preference. They had been some misapprehension, but as to the large amount of the issue there need be no cause for alarm. The directors have no intention of issuing all at once, but from time to time. It was better to have a large reserve."