Pilots Reply To Board Of Trade

Their Side of the Question Set Forth in an Interesting Report.

Assertion Is Made That Charges Are Higher on Puget Sound Than at Victoria.

The local pilots have prepared the following statement in response to the request of the pilotage committee of the Esquimalt Liberal Association, and forwarded to J. C. Macintosh as chairman of that body. It is in the nature of a reply to the report presented by the special committee of the board of trade some time ago, and reads as follows:

Dear Sir—In compliance with a request made by a committee from your body, appointed to inquire into the pilotage affairs of the Victoria and Esquimalt district, we, the undersigned pilots of the aforesaid district, beg to submit the following in answer to the published statements recently made by a committee of the Victoria Board of Trade:

1. The Board of Trade committee in its report dated March 7, says: "On 1st January the S. S. Saxonia called here for lumber, received 183,000 feet and paid port charges: Pilotage, $79; sick mariners' dues, $66.32; harbor dues, $5; total, $150.82."

The facts in regard to this item are that the S. S. Saxonia came here loaded with one million feet of lumber from Puget Sound and received at this port an additional lot of 183,000 feet, after she was already loaded down. Had she come here in ballast and been fully laden here her pilotage due would have amounted to about $58.50. The Saxonia hires an American pilot at $250 per month, and, as she makes but one trip per month to Puget Sound ports, her American pilotage in and out each trip actually costs her $250, which is nearly four times as much as similar service would cost at the port of Victoria.

The item in regard to "sick mariners' dues" is correct, but it has nothing to do with the pilotage. It is, however, misleading, because it is made to appear as a regular charge, whereas the charge is made only on the first three trips the vessel makes to any Canadian port in the year, after which the vessel is exempt until the following year.

2. "It appears also that stevedoring charges are 25 per cent. per thousand feet of lumber higher than Puget Sound rates. In consequence of these charges the Kosmos people have increased their freight rates $1 and $2 per thousand feet on lumber from this port for Mexican ports over the rates charged by them on similar shipments from Puget Sound. We thought it advisable to take up these charges one at a time, and have commenced with pilotage."

With respect to this item, the stevedoring charges were higher than usual in this instance, because the Saxonia came to this port already loaded, and the lumber taken on here had to be placed in different parts of the vessel where available space remained. This necessarily increased the cost of loading; but, had the full cargo been loaded here, the stevedoring charges would have been less than at any Puget Sound port.

With regard to the Kosmos people increasing their freight rates from this port to Mexico: This has nothing whatever to do with port charges, and no complaint was made by the Kosmos people on that score. The extra cost to them lay in the fact that there was so little freight for them to call here for. The expense per diem of a vessel of the tonnage of the Saxonia is about $500. Thus, it is on account of there being an insufficiency of freight to cover the expense of calling here that a higher freight schedule for this port as compared with Puget Sound ports is imposed to make up the difference. But our keen trade rivals are pleased to have it noised abroad and placed to the credit of "high port charges," so as to induce the Mexicans to trade at their ports instead of placing larger orders with our merchants; and it appears that the committee of the Board of Trade are unwittingly helping our trade rivals to create this impression, to the injury of the business interests of Victoria. The best solution of this matter will be the establishment of a subsidized Canadian line to Mexico and a more active development of our abundant natural resources.

3. "Out of over 1,100 vessels entered from sea annually approximately only 100 accept the services of a pilot, and if pilotage were not compulsory your committee believe that most of the masters of these 100 vessels who accepted the services of a pilot would have docked their vessels unaided or preferred to make their own arrangements for pilotage."

With regard to the above, the truth is that only about 400 vessels arrived from foreign ports during 1904, the rest being local steamers, tugs, etc. Of these 400 about 150 accepted the services of a pilot. Thus, instead of a disparity of 11 to 1, as indicated in this remarkably misleading report, one vessel in three accepted the services of a pilot.

In thick weather many of the vessels which did not accept a pilot were nevertheless actually piloted to the wharf by fog signals from small boats, without being boarded. In such cases only half pilotage was collected, although it frequently took four pilots to do the work.

4. "As will be seen from the accompanying chart, no safer water can anywhere be found than that within the above prescribed limits. The only existing danger is at Brotchie Ledge, which is demarcated by a light and fog signal. As far as your committee can ascertain there has been only one casualty within the Pilotage Authority limits, namely, the collier San Pedro, which was taken out of her course by a pilot in order that he could reach shore more easily. The pilot ran the vessel on to the ledge in calm weather."

With reference to the wreck of the San Pedro on Brotchie Ledge: She was on her way to sea from Nanaimo, and was not making for the port of Victoria, neither had she a Victoria pilot aboard.

The report makes no reference to the Empress of Japan, whose master passed the pilots without stopping and ran his magnificent vessel ashore close to the Brothers, just outside Esquimalt harbor. Nor does it mention the case of the Australian liner Moana, whose captain did not stop for a pilot and ran his ship on the rocks at William Head; instead, it says: "There has been only one casualty within the Pilotage Authority limits, namely, the collier San Pedro." This, we respectfully submit, is proof that the report is not trustworthy.

"The pilots station themselves at the quarantine station, as soon as a vessel drops anchor she is 'spoken' and immediately becomes liable for pilotage."

This statement is also incorrect and misleading. The pilots meet incoming vessels about half-way between the quarantine station and Race Rocks and pilot them into quarantine. The best proof of this is that upon several occasions the pilots have been held in quarantine because of being on board an infected vessel.

With regard to the alleged large earnings of the pilots: This story, like the other statements, when sifted down also proves to be a myth, the average net earnings being in some cases less than is paid to masters of vessels in the regular coasting trade.

Investigation will show that pilotage at the so-called free pilotage ports of Puget Sound costs upon an average nearly four times that of the compulsory pilotage of Victoria; for instance, the charges on the S. S. Caithness at Esquimalt last year were $36 in and out of port. The charge on the Sound for similar service was $120.

The comparative cost of pilotage as between British Columbia ports and American ports on the Sound, taking a Blue Funnel liner drawing 20 feet as a basis, is as follows:

Vancouver—Gulf pilotage, 20 feet, $1, $20; in and out of Vancouver, 20 feet, $3, $60; Gulf, return, 20 feet, $1, $20; total, $100.

Victoria—Pilotage in and out of port, 20 feet, at $2, $40; total, $40.

Puget Sound—Blue Funnel liners make 1 trip monthly, and each pay pilotage, $250.

Thus it will be seen that the pilotage charges at the ports of Victoria and Esquimalt are $60 less than at the port of Vancouver, and $210 less than at the American ports of Puget Sound.

A most important consideration, quite overlooked, apparently, by the Board of Trade committee, is, that should compulsory pilotage be abolished at this port, it would make pilotage as a profession unprofitable and would probably result in the refusal of the big liners to call here at all because of their being unable to secure trustworthy pilotage. Besides, it would open the way for aliens to clandestinely act as pilots and thus rob this port of one more of its legitimate industries and divert the revenue now collected therefrom to the pockets of our aggressive trade rivals.

It is a remarkable fact that no marine man was appointed upon this extraordinary committee, nor, as far as we can learn, was one consulted; while the report itself furnishes ample evidence that the committee's source of information was blassed and unreliable.

As showing the general opinion of navigators upon this question, we cannot do better than quote from the Guild Gazette, the official organ of the shipmasters of British Columbia, a marked copy of which we inclose herewith:

"Foreign steamboat owners, principally American, are bringing pressure to bear upon the Victoria Board of Trade and through it upon the Dominion government in an endeavor to secure the abolishment of compulsory pilotage in British Columbia. Were the movement successful, the effect would be that the money now paid to British Columbia pilots and spent in the province would for the most part go into the pockets of aliens and be spent outside. The movement undoubtedly has its inspiration from abroad, it being manifestly hostile to the interests of the Canadian mariner. The plea of high charges and an embargo on commerce is absurd. One illustration alone will show the falsity of this claim. Last December the pilotage charges on the steamship Minnesota at San Francisco exceeded $1,000, while the pilotage charges under similar conditions at this port (Victoria, B. C.) were but $42. Comment is unnecessary. The fact is, our selfish and aggressive neighbor wishes to use our ports, but hates to leave a penny in the country."

We have the honor to be, sir,

Your obedient servants,

S. W. BUCKNAM,
WILLIAM COX,
JOHN NEWBY,
JOHN THOMPSON,
THOS. BERRINGTON.
Pilots for the Victoria and Esquimalt District.

RECRUITING SUSPENDED.

Helsingfors, Finland, March 31.—An imperial manifesto was read in the senate today suspending recruiting and announcing Finland's war contribution.

Along The Waterfront

Fishermen Battle for Life for Seventeen Hours With Dory Caught in Storm.

Crew of the Lost Schooner C. A. Klose Is Safe—Umbrina's Small Catch.

(From Friday's Daily.)

News was received from the North yesterday of the sufferings of American fishermen in Dixon entrance during that heavy gale of March 22 when the schooner C. A. Klose drove ashore off Oregon and the Ella G. at Clayoquot. For seventeen hours Jacob Edwards and his son Alfred, fishermen on the halibut steamer San Juan, battled for their lives through the fury of a terrific gale off Dixon's entrance during the afternoon and night of March 22, and the early hours of the following morning. Hidden by the flying scud from the view of their fellows on the little steamer, the two men found themselves alone in a little dory in the vortex of one of the worst storms which has raged off the halibut banks in years.

It was bitterly cold and the men were drenched to the skin by flying spray and rain. Whipped by the force of the wind into a mass of surging foam, the water threatened every minute to engulf the little craft; but by almost superhuman efforts the two men, father and son, managed to keep her head to the seas.

Hour after hour the two strained at their oars, heading in what they correctly believed to be the direction of land. Bravely they cheered themselves with the hope that the gale must subside before long, but as the hours passed, bringing no diminution of the wind, hope began to fail them. Determined to die fighting, however, the two tugged laboriously at the oars. Darkness came on and still all round them was a waste of angry water. They had nothing to eat and very little to drink, and the continued fighting for headway was beginning to tell on even their time-trained muscles.

All through the long hours of the night they fought their way inch by inch toward land and safety, and at 7 o'clock in the morning they sighted the shores of Butler cove, a little haven on Stevenson island, which they finally reached. Here they found the fishing steamer Edith, which had taken refuge from the storm, and by her crew were lifted from the dory in which they had made their good fight and taken below. Dry clothes and hot food and drink soon revived them.

Later in the day they were found by their own steamer, the San Juan, and taken aboard her, much to the joy of their mates, who had despaired of ever seeing them again.

KLOSE'S CREW SAFE.

Taken From the Rigging of Their Waterlogged Craft.

Schooner Polaris has arrived at San Pedro with the crew of the schooner C. A. Klose, who were taken from the rigging of their waterlogged craft. The C. A. Klose, after her abandonment, was sighted by the steam schooner Chehalis, which tried to tow her to port. The line parted and darkness and rough weather prevented further attempt to save the derelict. The tug Dauntless was sent out to search for the Klose, from San Francisco, but soon after word was received that the Klose had turned turtle and had been thrown by the sea on the Oregon shore.

The crew say that shortly after leaving Portland the Klose sprung a leak, filled rapidly and soon became waterlogged and unmanageable. The crew took to the rigging and remained there for a day and a night. The Polaris was sighted, and in response to signals ran alongside the C. A. Klose, launched a boat in the heavy sea, and after many efforts succeeded in taking off the derelict's crew. Capt. Wagner and the eight men who were with him on the Klose are said to be none the worse for their experience. Their sufferings, they say, were very mild under the circumstances.

A CALL FOR STORES.

U. S. Revenue Cutter Grant Makes a Brief Visit to Victoria.

The United States revenue cutter Grant was in port yesterday. She called in the morning, and after a short stay sailed, about 6 o'clock, to continue a cruise through the Gulf archipelago.

The Grant is a revenue cutter, so she called here to get supplies and avoid the payment of any duty.

This is a custom of United States revenue cutters.

The executive officer of the revenue cutter Grant came ashore and bought many cases of "Scotch" and other table waters that make men feel like John Dewar, Hiram Walker and others very famous. He also bought Cross & Blackwell's jams and bottled goods, as well as other goods that were "English, don't yer know"—as a Seattle Post-Intelligencer would imagine an English tourist to speak.

By purchasing these goods here the mess of the revenue cutter evades paying the increased cost because of duties levied in the United States. The goods are sent on board in bond, for consumption at sea.

HAVE GUNS FOR JAPAN.

Steamship Richmond Makes Call at Honolulu—Had no Manifest.

Mail advices were received yesterday from Honolulu that the steamship Richmond arrived unexpectedly at the islands on March 17, from London, via Bahia, presumably en route to Manila, but, in reality en route to Japanese ports with a cargo of munitions of war designed for the Japanese government. The vessel left London December 29 and had to stop at Bahia owing to a breakdown of one of her condensers. Every effort was made to keep the cargo and the mission of the vessel a secret, but the captain made the mistake of hoisting the red ensign to indicate that the vessel carried explosives. The result was that a more careful inquiry about the steamer was made. The strange thing about her was that she carried no manifest. According to statements made by members of the crew, she had a quantity of explosives, small guns and other munitions of war aboard and was bound to Japanese ports. The United States authorities took up the matter and announced to the master that he would not be allowed to leave the port if he was taking arms and ammunition to Manila, as the importation of such articles into the Philippines was forbidden. The captain finally made affidavit before the British consul that the explosives in the cargo consisted of picric acid and carbide and the rest of the cargo of bridge and other heavy machinery, and that he was not bound to Manila at all, but to Japanese ports. He was therefore allowed to depart. The vessel was given 220 tons of coal as rapidly as possible and departed for Japan the night of March 17.

CREW COMING HOME.

Ship's Company of Seized Tacoma Will Probably Return on Minnesota.

The crew of the seized steamer Tacoma, captured when carrying contraband, are expected to return by the Hill liner Minnesota, due about the end of April. There are several Victorians, one of whom is the steamer's steward, amongst the crew. All have been released by the Japanese, but the steamer is held at Nagasaki as a prize.

The Tacoma left Seattle at midnight January 5, and on January 14 reached Dutch harbor, where she coaled. On February 4 the vessel became helplessly icebound north of Hakkaido island, and was seriously threatened by the heavy ice packs which crashed and pounded against her sides with a report that could be heard a long distance. The decks and rigging were covered with tons of ice.

The crew expected that the vessel would be crushed, and made sleds on which to seek land. The supply of coal ran short and the fires were put out, which resulted in many of the crew nearly freezing to death. Provisions also ran short and the cargo of beef had to be broached.

On March 11 the Tacoma drifted in the midst of an ice floe only half a mile from the dangerous rock near which the British ship Mars stranded a few days later. On March 14 the Tacoma encountered a Japanese warship by which she was seized.

ORIENT OR OCCIDENT?

Gunshu Pass, March 31.—Reconnaissances disclose special activity on the part of the Japanese on the west, near the Mongolian frontier. It is reported that an anti-foreign propaganda is being conducted among the Chinese, who are being stirred up to a renewal of the "Boxer" disturbances. The Hun Yuan Min Society of Mukden and Kirin, and the Tsaili Society, which is strong in Tsitsihar and northern Manchuria, are said to be working to spread this agitation among the Manchurian people, and Japanese success is doing much to augment the movement. Many Chinese bandit chieftains are leaders in numerous secret societies extending throughout China, and their influence may have a powerful effect on the attitude of the Chinese government and population.

THE TURNING OF THE WORM.

Pittsburg, March 31.—Michael Novackovich, an Austrian laborer, was murdered by his wife at home while he lay asleep early today. The woman used a hatchet. The crime was discovered by a boarder, who notified the police. The woman and seventeen foreigners were arrested and locked up in the Pennsylvania station. The cause assigned for the crime was revenge for ill-treatment by her husband.

Pioneer Mariner Passes Away

Capt. Henry G. Lewis Shipping Master Died Last Night at a Ripe Age.

Was an Early Navigator of the Waters of British Columbia Coast.

Captain Henry George Lewis, shipping master of the port of Victoria, and the last of the pioneer shipmasters of the Hudson's Bay service, passed away yesterday at 8 p. m., as a result of a stroke of apoplexy, with which he was taken on Saturday. He came to Victoria, then a Hudson's Bay factory, with bastions, stockades, etc., in 1847, in the Hudson's Bay bark Cowlitz. He was a pioneer of pioneers, as was his late wife (nee Mary Langford), who preceded him by a few years to the last port of all mariners. His wife's brother was the first native son of British Columbia.

Captain Lewis was 77 years of age. He was born at Aspenden, Hertfordshire, in 1828, the son of Edward Lewis, Esq., gentleman farmer, and in his youth attended Cheltenham college, in the west of England. The late Lord Salisbury, Britain's former minister, was also born in Aspenden, and as a boy played with the late Captain Lewis in the old English lanes. There was about a year difference in the ages of the two, and both were boon companions until Captain Lewis joined the Hudson's Bay service and "went to the colonies." His companion elected politics for his walk in life, and became famous.

Having a craving for the sea, Captain Lewis joined the service of shippers trading to the Indies, and made several voyages to India and China as a boy. In 1847 he joined the Hudson's Bay Company and came to Fort Victoria on the Cowlitz, arriving the same year. The Fort, known as Fort Camosun, had been established but four years before. The Cowlitz in which Captain Lewis voyaged here was one of three vessels which made yearly voyages, bringing outfits for a year. The first of the vessels to enter this port direct from England was the Vancouver, which came two years before the late Captain landed. In that year, where Victoria now stands, a fine crop of pease and potatoes was being grown, and wheat, forty bushels to the acre, being raised for export to Sitka. Two Russian vessels came and took north 5,000 bushels of wheat, besides beef and mutton, to Alaska, paying with bills of exchange on St. Petersburg. It became the fur depot and was also considered a whaling station, although this feature was attended with insignificant success. It was not until 1850 that the seeds of a city were sown, with new trades and new jargons, with a cash trade for goods as well as a fur trade, where merchandise was sold for money by those who theretofore knew not what money was. That was Victoria when Captain Lewis came.

Then the watchman stood at the gates of the fort and cried hourly, "All's well!" Sir James Douglas was governor, and recognizing the sterling worth of the just passed pioneer, he stationed him at Fort Simpson, where a fort with stockades, bastions, cubverins, etc., similar to Fort Camosun, held the factory. He had many stirring experiences when at the Northern factory. For sixteen years he was engaged in the Hudson's Bay Company's service, serving on the steamers Beaver, Otter, Labouchere, Enterprise, and Princess Louise, this being his last command, vacated in 1886, to join the service of the marine and fisheries department.

Before taking up his work at Fort Simpson the late Captain Lewis made a trip home to England. This trip concerns the Captain's love story. He had fallen in love with Miss Mary Langford, daughter of Edward Langford, whose estate comprised the Langford Plains. Unfortunately for Captain Lewis, the young lady's parents did not acquiesce in the match, but, nothing daunted, the young man followed them to England, where he overcame all obstacles and married Miss Mary Langford in England in 1852. They came again to Fort Victoria together on the ship Norman Morrison, and lived happily together in this province from that date. To show how highly the Hudson's Bay Company estimated the Captain's services, he was given charge of the whole of the fur trade in Russian territory, which was considerable before the acquisition of the territory by the United States government.

He soon secured a vast knowledge of the waterways of the British Columbia coast, and an entry in the log of the old Hudson's Bay steamer Beaver, wrecked near Vancouver, shows that in 1856 he went on board the United States man-of-war Massachusetts and piloted her up the Fraser river. Moreover, Captain Lewis had the honor of being the first man to pilot a steamer through Plumper Pass, now known as Active Pass. He took H. M. S. Plumper through this channel, which received its name as a result of the incident.

In 1883 he started his shore service, and acted as agent in Victoria for the marine and fisheries department. Later he became shipping master for this port and occupied that berth until he passed away. Although 77 years of age he never used spectacles to aid his vision. He was a member of the I. O. O. F. His friends are numerous, and many of them recall that the late Captain had a favorite song. On festive occasions he was ever ready to sing "God Bless King Bill, Our Sailor King." His passing will be keenly regretted, though it comes with the fulness of years.

MRS. NORRINGTON

Taken Charge of by "Little Daughters of the Poor" at San Francisco.

Mrs. Margaret Norrington's case is still before the courts at San Francisco, but as "The Little Daughters of the Poor" have offered her a home as long as she lives to enjoy it, permission is expected to be given for her landing. The steamship officials, eager to be rid of her, promptly accepted the offer, and allowed the woman to leave the ship. Habeas corpus proceedings were then commenced to compel the San Francisco customs authorities to permit her landing. A peculiar feature of the affair is that Mrs. Norrington made three round trips on steamers of the Pacific Coast Steamship Co. for the sum of $10, the fare of a single second-class passage, and was refused a landing at both Victoria, her original destination, and at San Francisco, the point at which she took the steamer, because she was supposed to be indigent, while all the time possessed of $60.

This sum she produced at San Francisco and offered it to the members of the charitable association who offered her a home, but they refused it, as they did the proffer of money from the steamship company.

Just who Mrs. Norrington is, and what her object in acting as she has, is a matter of mystery to the steamboat people. She gives her age as 75 years and claims England as her birthplace, but says that she has been in this country for many years. She stated that she had a daughter at Victoria, but it afterwards developed that no person of the name given resided here. Believing that she was to become a public charge, the Victoria authorities shipped her back to San Francisco, but there also she was refused admittance, and once again she made the journey to Victoria, only to meet the same fate.

A special board of inquiry held several sessions to try to determine the status of the strange woman, but at each of them it was decided to refuse her a landing. The steamship company was prepared to appeal the matter to the department of commerce and labor, and to that purpose had commenced habeas corpus proceedings, but it is believed probable that the matter will be allowed to drop now, as the woman who was the bone of contention seems to have a home and to be in no danger of becoming a public charge.

WEEKLY WEATHER SYNOPSIS

Victoria Meteorological Office,
March 22 to 28, 1905.

During this week a series of low barometer areas have been crossing this province from the Pacific to the Territories; while to the southward the barometer has been comparatively high. These conditions have caused almost a continuance of showery weather, particularly on the lower Mainland; while in this immediate vicinity bright sunshine was recorded upon every day of the week, ranging from one hour to over seven hours' duration a day. The winds have been chiefly from the southward, and during the early morning of the 23rd and night of the 27th they reached the force of a gale on the Straits of Juan de Fuca and Georgia; while on the Washington coast heavy southerly gales were reported. Rain has again fallen in California upon several days, and at Nanaimo on Sunday night an exceptionally heavy fall of hail caused considerable damage to fruit trees, etc. The only precipitation in the Cariboo district this week was two inches of snow. The weather in the Territories and Manitoba has been fine and springlike, except in Manitoba on Tuesday, the 28th, when a rainstorm set in, which during the day turned to sleet and snow, and by night became quite wintry.

Victoria—Amount of bright sunshine recorded was 32 hours and 42 minutes; rain, .47 inch; highest temperature, 52.2 on the 23rd; lowest, 39.2 on the 28th.

New Westminster—Rain, 2.38 inches; highest temperature, 52 on the 25th; lowest, 38 on the 28th.

Kamloops—No rain or snow; highest temperature, 58 on the 25th; lowest, 28 on the 22nd and 27th.

Barkerville—Snow, two inches; highest temperature, 40 on the 22nd, 25th and 26th; lowest, 16 on 28th.

Dawson—Highest temperature, 40 on the 28th; lowest, 6 below on the 25th.

ADVERTISING BRITISH COLUMBIA

Herr A. Wagner Receives Photos and Is Doing Missionary Work.

The following letter has been received by the Editor of the Colonist from A. Wagner, who visited British Columbia some time ago as a special correspondent, and who was supplied with a large number of views of British Columbia by the government, the Tourist Association, and others. Mr. Wagner was at one time associated with the Tagblatt, and has made an extensive tour through the Dominion of Canada for the purpose of interesting his countrymen in Canada. His letter is as follows:

Very Dear Sir—I am happy to report you that three sheets of photographs from Victoria—two from the government's office and the last from the Tourist Association—have reached me yesterday after a travel of six months throughout the Dominion. I am very glad I can use them for my illustrated Canadian series now in preparation, and also for my lectures in Austria.

About six weeks ago I was in Vienna and also in Lemberg, Galicia, where I have had conferences with some most prominent governmental men, and delivered a couple of addresses on Canadian matters in some private circles.

When the time of my greater Canadian propaganda tour is going on, I will report you the single phases of it.

A. WAGNER.

Berlin, March 7, 1905.

NO ATLANTIC RATE WAR.

Liverpool, March 31.—The rumor of the probability of a renewal of the rate war between the Atlantic steamship companies is officially denied.

THRUST SHAFT FRACTURED.

Falmouth, Eng., March 31.—The Atlantic Transport line steamer Manitou, which sailed from London on March 17 for New York, put back here today with her thrust shaft fractured. The accident occurred when the vessel was 1,200 miles out. Her captain deemed it advisable to return as the steamer had experienced terrible weather.

IN THE HOTEL CORRIDORS.

Interesting Chats With Visitors Just Arrived in the City.

Scott Simpson and wife, of Telegraph Creek, B. C., were passengers from the North on the City of Seattle. This is Mr. Simpson's first visit from the Interior for fifteen years, and he notes many improvements in Victoria. He and Mrs. Simpson will remain in Victoria and vicinity until the boats start up the Stikine river, when he will again take up his position on the Yukon telegraph line.

Amongst those registered at the Dominion is Adam Irving, a pioneer resident of the province, who came to British Columbia thirty-five years ago. He participated in the various mining stampedes in the early days and is well known to many of the old timers now resident in the city, with whom he is renewing acquaintance. At present Mr. Irving is a resident of Hammond, where he has a valuable ranch. He will spend some days in the city.

R. D. Fetherstonhaugh, a prominent mining operator of Atlin, is in the city, a guest at the Driard. Residents of the promising northern mining district are looking forward to a very successful seaon. The pick and shovel stage of development has passed and operations are now being conducted on a large scale by the employment of the most improved machinery. Much is hoped for in the way of successful dredging operations on the various creeks the coming summer, and a feeling of optimism pervades the camp respecting the outlook.

Among those registered at the Vernon is James Rutherford, a mining expert of Vancouver, who is interested in the coal lands of the Telkwa valley district, a large area of which was recently purchased by the Grand Trunk Pacific Railway Company. Mr. Rutherford confirms the previous high estimates which were made of the richness of the big coal areas, and anticipates an era of progress and development to be immediately ushered in in the district, now that influential capitalists have become interested in this source of hidden wealth.

C. H. Owen, of Cleveland, Ohio, who is acting as special agent in the Northwest for the Winton Automobile Manufacturing Company, with headquarters at Seattle, is in the city, a guest at the Dominion hotel. Mr. Owen came over from the Sound especially to instruct Mr. Boscowitz, who recently purchased a handsome Winton 30-h. p. touring car, into the intricacies of motor car handling. During his brief visit here Mr. Owen has taken orders for two more Wintons, and he concurs in the belief expressed by many Victorians that this city is destined to become the mecca for lovers of auto sport throughout the Northwest. He speaks in terms of the highest praise of the excellence of the roads around the city and environs, they being far superior to any found in any other city on the north Pacific coast.

That the outlook is exceedingly promising for the various districts along the west coast of Vancouver Island is the opinion of W. T. Dawley, of the firm of Stockham & Dawley, merchants and traders of Clayoquot, who is a guest at the Vernon. The Seattle Cedar Manufacturing Company has commenced preliminary arrangements for the construction of a large mill on Clayoquot Sound, having selected the site and decided upon the plans. It is intended to have the mill in operation and a large number of men employed before the summer is far advanced. Two valuable mining properties in the neighborhood of Clayoquot, namely, the Leora and Hetty Green, will start shipping at an early date. The Leora is controlled by E. W. Molander, of Port Townsend, and the Hetty Green by Messrs. Thompson and Ward, all of whom are backed by ample capital.

Court Tires Of Tedious Detail

Particulars of Recent Decision Re Probate by Judge Coffey of 'Frisco.

Chief Justice Urges Expedition in Re-hearing Appeal in the Will Case.

(From Friday's Daily.)

On continuing his argument at the morning session of the Full court yesterday in the celebrated will case of Hopper vs. Dunsmuir, Sir Charles Hibbert Tupper was reminded by the Chief Justice that time would be saved by his not reading long extracts from the printed argument, as he (the Chief Justice) would require to read the whole evidence several times in order to satisfy himself as to the facts.

Sir Hibbert replied that he felt it was his duty to his clients that he insist upon being permitted to continue in the course instituted by him, and in this he was supported by E. V. Bodwell, K. C.

Mr. Justice Irving expressed satisfaction with the rate of progress being made, and was content to allow counsel to proceed as he had begun.

The Chief Justice suggested that counsel confine themselves to the question of undue influence and alcoholic dementia first, and then deal with the matter of domicile and the bearing of the law of California on the case; and finally it was decided to allow Sir Hibbert to continue on his original course, counsel undertaking to omit any part he thought unnecessary.

Pursuing his argument, Sir Hibbert referred to the allegedly contradictory evidence given by defendant in his examination for discovery and at the trial, commenting on defendant's extraordinary loss of memory upon material points. He contended that this was sufficient to destroy any testimony of the defendant on salient matters.

On resuming after adjournment for lunch, Sir Hibbert again reviewed the evidence having a bearing on the signing of the will at Agnew's. It was clear, contrary to what had been attempted to be shown by defendant, that the document was executed in a secretive and clandestine fashion. The witness Lowe had testified at the trial that he had been asked by Alexander to witness a paper—he did not know the nature, nor did he know that it was a will. Alexander was just rising from his chair when he entered the room. On re-examination, however, Lowe had no difficulty in identifying the document which he signed, and testified to knowing that it was Alexander's will. Gompertz, the treasurer of the San Francisco business was chosen to secure witnesses and being examined refused to say [illegible] if any money had been paid [illegible] ington as a witness. [illegible] not deny, however, that [illegible] as $3,000. It de[illegible] Dr. Hunting[illegible] day and expe[illegible] and give evi[illegible] look up another point [illegible] as showing [illegible] ence of the witness Lowe [illegible] to be relied upon. O'Kell, an Englishman gentleman who was resident in San Francisco, a friend of Lowe's, met him on the street during the progress of the commission, and expressed surprise that Lowe had testified to not knowing the contents of the will, when he had previously informed O'Kell that he did. Lowe's reply was that his memory was at fault in the first instance.

The hearing will be continued this morning. It seems hardly probable that it will be concluded by the time stipulated by the Chief Justice, namely, April 10.

The San Francisco Call of Tuesday, just to hand, contains particulars of the judgment handed down by Judge J. V. Coffey, of the probate department of the Superior court, granting the prayer of Mrs. Hopper that all proceedings taken in the courts of San Francisco in May, 1900, be declared null and void, the prayer being based on the contention that the proceedings were void upon their face, inasmuch as a copy of the testator's last will and testament, instead of the original instrument, formed the basis thereof. In support of his findings and conclusions Judge Coffey says:

"It appears that the testator was domiciled here instead of abroad at the time of his death, and in such cases there should have been original probate in the domiciliary form, which is the principal, primary, original or chief administration, because the laws of the domicile govern the distribution of the personal property, while that granted in any other country is ancillary or auxiliary. It is true the descriptive words are not found in our statutes, but the principles are there with local limitations.

"Attorneys for James Dunsmuir argued that although the papers said he was a 'resident of California,' that did not mean he was 'domiciled' here. This distinction, although ingeniously elaborated by counsel for proponent, is not tenable under our statutes.

"It should appear upon the case of the record that the formalities prescribed by the code have been in all essentials complied with; it is a requisite that it shall be shown that the will was executed under some jurisdiction and under some law, either the law of the place where the will was propounded or the law of California; but this record is silent upon that indispensable point and imparts no information which would authorize an inference or indulge a presumption that the requirements of the statute were fulfilled, even if inferences or presumptions were permissible to the premises."

SUGGESTIONS OF CRUELTY.

Have Japanese Prisoners Committed Suicide Because of Mistreatment?

St. Petersburg, April 1.—The Bourse Gazette prints a report that a number of Japanese prisoners at Medved have killed themselves by hari kari and with arsenic. Gossip in some circles in St. Petersburg attributes the suicides to ill-treatment. The American embassy has not been advised on the subject. A short time ago, at the request of Japan, the embassy sent a representative to Medved to investigate complaints by prisoners of war, and reported that, with the exceptions of a few minor details, which the Russian government undertook to correct, the Russian arrangements were admirable.

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By the Use of Dr. Chase's Nerve Food, and You Will Not Feel the Depressing, Debilitating Effects of Spring.

The blood is thin and watery in the spring.

It is lacking in red corpuscles, wherein are found the life-giving principles which put snap and energy into the body.

The nerves soon become depleted when the blood fails to supply proper nourishment, and there is consequent weakness and sluggish action of the bodily organs.

The lungs lack vigor in their work of oxydizing the blood, the heart becomes feeble in action, the stomach fails to properly digest the food, the liver and kidneys do not perform their great work of filtering the blood, the bowels become sluggish and inactive, and hence the wretched, languid and depressing feelings of spring.

The whole system becomes poisoned and you fall an easy prey to lurking disease.

Put new blood into your system by the use of Dr. Chase's Nerve Food, and you will not only avoid the dangers of disease but also escape the depressing and debilitating effects of spring.

There are certain elements of nature contained in Dr. Chase's Nerve Food which are absolutely essential to the formation of pure, rich red blood.

These ingredients are so combined in this great medicine as to act mildly and gently on the system, instilling new vigor and vitality into the blood and nerves, and through these mediums reaching with a beneficial influence every nook and corner of the body.

There is no reason why you should not be strong and well, healthy and happy in the spring, if you will see to it that the blood is made pure, rich and nourishing by means of Dr. Chase's Nerve Food.

It is rich blood that builds up new tissue, creates new nerve force, restores the color to the cheeks and snap and energy to the body.

The use of Dr. Chase's Nerve Food brings about that condition of the blood which is the very foundation of good health and which enables the system to throw off disease.

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Headache.
Indigestion.
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Feelings of Discouragement and Despondency.
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Irritability.
Fickle Appetite.
Pains in the Bones and Muscles.

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