

LIEUT. GOVERNOR IS APPOINTED

T. W. PATERSON TO SUCCEED TO POSITION

Hon. James Dunsmuir Retires - New Appointee Will Take Office Shortly.

Ottawa, Dec. 4.—The resignation of Hon. James Dunsmuir has been accepted to-day, and an order appointing Thomas W. Paterson Lieutenant-Governor of British Columbia.

The appointment of T. W. Paterson to the position of Lieutenant-Governor of this province will give the greatest satisfaction. His thorough business training eminently fits him for the duties which will devolve upon him in that position. He has had experience in parliamentary work and is excellently informed upon public questions of all kinds. Mr. Paterson is highly respected by all sections of the community. He is eminently fair-minded. During the time he sat in the Legislature, although he was not a frequent speaker, his advice was always considered the most valuable not only on the Liberal side, but by the members of the government and their supporters.

For a long time the present occupant of the Government house, Hon. James Dunsmuir, has wished to be relieved of the duties of office. He is prepared to take up his residence in his palatial home at Hatley Park, which is nearly completed. It is expected that Mr. Paterson will be formally sworn in within a little over a week's time.

T. W. Paterson was born in Kilmarnock, Ayrshire, Scotland, in 1852. As a boy he came to Canada with his parents and for a time lived in Oxford County, Ontario. Later the family moved to Bruce County, near the town of Lucknow, where Mr. Paterson spent the earlier years of his manhood.

He was early attracted to railway construction, commencing work in that line on the Toronto, Grey and Bruce

SHIP FOUNDERED OFF FLATTERY

CARGO SHIFTED ON BARQUE MATTERHORN

Three Men Drowned When Leaving Vessel—Others Reached Lightship.

Neah Bay, Wash., Dec. 4.—The British bark Matterhorn, Capt. Saiter, founderd 27 miles off Umatilla reef November 27 and the first mate, steward and one seaman were drowned. The remaining 27 members of the crew were saved, reaching the Umatilla lightship in the captain's boat.

The Matterhorn left Portland November 17th for Ipswich, England, with 105,021 bushels of barley. In the sale which was practised during the last days of November the barley was not heavy enough to hold the vessel steady and she began to founder. In leaving the vessel, the first mate's boat was swamped and the mate, steward and one of the sailors drowned. The captain, second mate and 25 of the crew, in boats, set their course for Cape Flattery and arrived at the Umatilla reef lightship. Of these, eight were later taken to Tatoosh life saving station.

Attempts to get in touch by wireless with the life saving tug Snohomish, which left Port Townsend, Thursday, to investigate the source of wreckage which has been picked up along the coast, have been unsuccessful. Until the Snohomish arrives to take the survivors to Seattle they will be cared for at Neah Bay.

The first news was received in this city Friday night about 6 o'clock by the Dominion wireless from Tatoosh. It was reported that 38 men had arrived at the Umatilla lightship and that the mate, the steward and one seaman was lost. This news was confirmed this morning by the United Press dispatches from Neah Bay.

The Matterhorn was an iron four-masted barque of 1917 tons gross. She was built in 1882 at Greenock by Rus-



OFF TO HATLEY!

The Lieut.-Governor gleefully doffs his duties and his uniform for the more congenial delights of his country seat.

ZELAYA IGNORES NOTE FROM U. S.

WILL ENDEAVOR TO HAVE ULTIMATUM SET ASIDE

President of Nicaragua Sends Two Special Agents to Washington.

Washington, D. C., Dec. 4.—President Zelaya has not only refused to take official cognizance of Secretary Knox's note, which was practically an ultimatum, but he is declared to have dispatched special agents to Washington to endeavor to have the ultimatum set aside, first by appeals to the state department, and secondly, by direct appeals to members of congress.

The state department is aware of the presence and identity of these emissaries. While they are being watched in a general way, the United States maintaining over them nothing that could be construed as espionage. In addition to this, it was reported to-day that any attempt that Zelaya might make to escape from Nicaragua would receive the direct and vigorous attention of American warships now there.

Secretary Knox's note intimated that the state department looks upon Zelaya as the man responsible for the torture and death of Groce and Cannon. The plan to deflect the American programme with reference to Nicaragua came to light last night when Senator Fernando Sanchez and Dr. V. Roman registered at a leading hotel. Neither Senator Sanchez nor Dr. Roman would talk. They gave their addresses as New York. Members of the Central American diplomatic corps, however, were in a flutter when they discovered the new arrivals. Senator Sanchez, they declared, was a partner of Zelaya in many business ventures, and he had between four and five million dollars in gold. Dr. Roman, the report continues, had long been Senator Sanchez's business adviser, and he is also a close friend and adviser of Zelaya.

Troops Still Aground. Wilmington, Del., Dec. 4.—The troopship Prairie, with 700 marines and Rear Admiral Kimball, bound for Central American waters, is still fast in the mud of the Delaware river here to-day. Arrangements are being made to attempt to release her late to-morrow.

Portland Man Kidnaped TWO-YEAR-OLD BOY Takes Child From Its Mother and is Now Sought by Police.

Portland, Ore., Dec. 4.—The police to-day are searching for Harold Warnock, who last night kidnaped his two-year-old baby from its mother at the home of Mrs. A. H. McMonies, 1182 Williams avenue. As no trace of Warnock was secured, it is believed that he boarded a midnight train with the child for Seattle.

Warnock and his wife separated 13 months ago. Mrs. Warnock and her child going to live with the McMonies, while the husband secured employment in Seattle.

Under the guise of affecting a reconciliation with his wife, Warnock visited the McMonies' home yesterday and remained for dinner. Shortly after dinner Warnock picked up the baby and dashed from the house.

He hurried up the street and boarded a waiting automobile. The child had in wraps and was exposed to the chilly air.

FRANCO-CANADIAN TRADE TREATY Receives Formal Assent and Will Probably go Into Effect January 1.

Ottawa, Dec. 4.—Sir Charles Fitzpatrick, deputy of the governor-general in his senate, yesterday afternoon gave the final assent of Canada to Franco-Canadian trade treaty. The formal exchange of ratifications will now be made between London and Paris and the treaty will probably come into effect on January 1st.

THE WOMAN WITH THE SERPENT'S TONGUE

William Watson, the Poet, Makes Statement Regarding Poem.

New York, Dec. 4.—The Times to-day publishes a statement to which is appended the autograph signature of William Watson, the English poet, who arrived here yesterday, settling a question that has been the food for world-wide gossip, as follows: "The Woman With the Serpent's Tongue" is a composite photograph of Mrs. Asquith and her step-daughter, Violet. The poem is a portrait of the physical characteristics of Mrs. Asquith and the mentality of Violet Asquith. The latter is the voice of the family and rules them all. Violet is the real official voice speaking with authority.

The poem, which has caused so much comment as having been attributed to the wife of the Premier of England, refers to the mental qualities of the woman in these words: "Who slights the worthies of the land, Who sneers the just, condemns the brave, And 'blackens goodness in its grave.'" The physical portrait of the subject of the poem is: "She is not old, she is not young, The woman with the serpent's tongue, The haggard cheek, the hanging eye, The poisoned words that wildly fly, The famished face, the fevered hand."

Watson also makes public a statement which he prepared soon after writing the poem to explain the circumstances which suggested it.

GREAT RAILWAY STRIKE IMMINENT

BOTH SIDES ARE PREPARING FOR FIGHT

First Demand for Increased Wages Will Be Made Next

Chicago, Dec. 4.—The "Tribune" this morning says: "The United States is threatened with the greatest railroad strike in the history of the nation. 'Practically every railroad in the country, east and west, is in imminent danger of being completely tied up by a walk-out on the part of a large number of its operating employees this month.'"

Officers of the organization of engineers, firemen, trainmen and switchmen have agreed upon a uniform demand of a 10 per cent. wage increase, without deviation or compromise. "That the crisis is approaching rapidly was indicated yesterday by the announcement at New York by officers of the Brotherhood of Railroad Trainmen that they would present their demands December 11th. The wage conferences will begin December 15th. Although every effort will be made to avert a general strike it is impossible to predict what the outcome of the conference will be.

Both the railroads and the leaders of organized labor among the railroad employees are preparing for the struggle, which, when it once begins, without doubt, will develop into one of the greatest industrial battles that has ever been fought in this or any other land.

The attitude of the leaders on both sides of the dispute which menaces the industrial peace of the country is that of iron stubbornness. Over a million men will engage directly in a battle with the railroads unless some fortunate circumstance arises to avert the trouble. More than 150,000 miles of railroad track will be idle."

QUEEN'S UNIVERSITY. Kingston, Dec. 4.—A special meeting of the trustees of Queen's University will be held December 7th in order to appoint a committee to confer with the general assembly's committee on the subject of future relations of the university to the Presbyterian church.

BLIZZARD RAGING IN SOUTHERN COLORADO

Railroad Traffic is Delayed—Range Cattle and Sheep Will Suffer.

Denver, Col., Dec. 4.—The snowstorm which has been general throughout Colorado for 36 hours has become a severe blizzard in the southern part of the state, and it is feared range cattle and sheep will suffer heavily. Railroad traffic is delayed in the mountains.

Florence reports 23 inches of snow this week. Cripple Creek reports 15 inches, with from four to seven feet in the mountains.

WILL OPEN FACTORY. Calgary, Dec. 4.—A Spokane wagon manufacturing company has created such a demand for its goods in the Canadian west that it has decided to establish a Canadian factory at Calgary. An industrial site has been secured in East Calgary, and work on a commingled factory will be started in spring.

MORE WRECKS ON BRITISH COAST

OVER TWO HUNDRED PERSONS MISSING

Storm Has Slightly Abated, But Wind Still Menaces Shipping.

London, Dec. 4.—Shipping circles are alarmed to-day at the growing list of wrecks from the storm which has been whipping up the British coast for the last three days.

The storm has slightly abated this morning, but the wind is still strong enough to menace shipping. More than 200 persons are missing. Fifty-two of these were aboard the steamers Thistlemere and Ellanvannin, both of which sank.

An investigation is being made regarding the Ellanvannin disaster. U. S. NAVY YARDS. Secretary Recommend Retention—Two Big Battleships Proposed.

Washington, D. C., Dec. 4.—Warning the government that it might be compelled to buy them back at an increased cost, Secretary Meyer, of the United States navy department, in his annual report to the president, recommended the retention for the present of all navy yards owned by the government. He would have the government wait until the completion of the Panama canal before closing any of the yards on the southern coast. Two big battleships of the all-big-gun class are recommended by the secretary, as well as a repair ship.

He makes it plain in his report that he is opposed, except occasionally as a check on cost, to the construction of battleships at government navy yards, and to the limitation of the construction of only one battleship by any shipbuilding concern. Estimates for the coming fiscal year were included in the report. They are more than ten million dollars less than the total amount appropriated for the present fiscal year. The secretary says that the senior officers of the navy are too old. He wants some new legislation on the subject. He says that he is preparing a bill on the subject and will submit it to the president shortly.

TERMINAL ELEVATORS. Calgary, Dec. 4.—Calgary now has terminal elevator facilities, although acknowledged not to be sufficient as yet to sort and clean all the grain of Southern Alberta, will still relieve the situation to a considerable extent.

The Globe Elevator Company of this city yesterday announced that it has 250,000 bushels storage available and machinery in operation capable of handling a large number of cars daily. The present cost of the terminal is close to \$100,000. This cost is largely due to the fact that machinery is being installed for \$1,000,000 bushels capacity, as storage is to be increased to that amount next year. As the company secured ten acres of land it has ample room for extending. Concrete tanks with a capacity of 25,000 bushels each provide storage.

AGITATOR SENTENCED. Hazelton, B. C., Dec. 4.—Stephen Morgan, of Kitwanga village, an educated Indian, one of the most prominent native agitators of this district, and principally concerned in the recent Klipsoo trouble, was gathered in by Constable Groby on Saturday and brought to Hazelton over the ice. He was tried on Monday before Magistrate Allison and sentenced to three months with hard labor.

Ten armed special constables who left Prince Rupert two weeks ago to act as additional police in this district only reached here Wednesday. They had a hard trip, camping at nights without blankets with the weather below zero.

FENIAN VETERANS. Deputation Requests Dominion Government to Grant Pensions.

Ottawa, Dec. 4.—A large deputation representing the veterans of 1866 and 1870 waited on the government yesterday to ask for pensions in recognition of their services in defending the country.

Sir Wilfrid Laurier, replying, intimated that if the government decided to do anything in the matter some distinction would have to be drawn between those who actually saw service at the front in repelling the Fenian attacks and those who were merely under arms at the time.

PROPOSED MUNICIPAL WATER SYSTEM

Application by City of Trail Will Be Heard in Victoria Next Week.

Trail, Dec. 3.—G. E. Weir will go to Victoria in order to be present at the hearing of the city's application for approval by the Lieutenant Governor in Council of its plans for the installation of a municipal water system. The hearing is being held by the decision of the government agent made last September and which gave the city a prior right to the water in Cambridge creek, and they are also applying for a renewal of the water. Lake Power company's record. All three cases will be heard before the Lieutenant Governor in Council at Victoria on December 8th.

COST OF SOOKE LAKE SCHEME

ASSISTANT ENGINEER SUBMITS HIS REPORT

Figures it Will Take Million and Half to Bring Water to City

Assistant Engineer Bryson submitted his preliminary report on the project to bring water from Sooke lake to the city council Friday. He estimates the cost involved to be in the neighborhood of \$1,500,000, and recommends that another and more detailed survey be made in the spring. To provide the funds for this it is possible that a by-law may be submitted to the ratepayers at the forthcoming municipal elections. Mr. Bryson's report is as follows:

In accordance with your instructions I have had a reconnaissance survey made from Goldstream to Sooke lake, and it confirms the data gathered by Mr. Devereux in 1906, that there are only two ways of obtaining a gravity supply from Sooke to Goldstream or via Sooke and the shore road. Attached is the report of J. B. Holdcroft who ran the reconnaissance survey, and I heartily approve of the suggestion to run a conduit line up Wolf creek and tunnelling to Goldstream, the route of the Craigflower road instead of Victoria West, as then it would be in our territory and where parties are already asking for a water supply.

"In my opinion the sum of \$1,500,000 will be required to carry out the necessary dam, tunnel and conduit pipe line. Preliminary surveys would have to be made before a detailed estimate could be got, and at this season of the year to send out a preliminary survey party would be out of the question. The cost of the work is concerned in comparison with having the work carried out when the weather is more suitable, and as soon as the reconnaissance was finished I had the party disbanded.

The report of Mr. Holdcroft, referred to by Mr. Bryson, was as follows: "According to your instructions of the 15th I have made an exploration survey of Carliou's pass through the Sooke hills, and report as follows: The pass I found too high for a pipe line, varying in elevation from 290 feet at the east end to 1,300 feet at the summit, as shown on the attached sketch, which the line of survey is roughly sketched. As to the possibility of shortening the tunnel line by running a pipe line from Sooke lake up Wolf creek to the hydraulic gradient, it could probably be somewhat shortened, besides the advantage of entirely clearing Wolf and Looch creeks by running the creek at Humbuck bridge on the Sooke road instead of the Goldstream road, the line could be carried still further south. The comparative advantages of these lines, however, can only be determined by a proper survey of the points mentioned."

On the report being read Mr. Bryson submitted to the board a blue print showing the route of the pipe line. The aldermen gathered around it and scrutinized it carefully. There was some debate as to whether in the event of the scheme being proceeded with the city would be enabled to supply water to the residents of Sooke district, and that section of country lying west of Esquamit harbor, in view of the powers conferred upon the Esquamit Waterworks Company. Water Commissioner Raymur, who was present, said he was not quite sure about the point, but believed that the Esquamit Waterworks Company could not shut the city out of the districts mentioned.

Mr. Bryson pointed out that it would be possible to avoid tunnelling under the Esquamit Waterworks Company's property by the route he had outlined. "Aid. Ross expressed himself as opposed to the tunnelling proposition, remarking that if they 'kept monkeying with this thing longer they would make a mess of it."

The reports were then laid on the table. AIDS STRIKERS. Mrs. O. H. P. Belmont Heads Parade of Shirtwaist Workers.

New York, Dec. 4.—Mrs. O. H. P. Belmont, the millionaire sur-surista, headed a parade of ten thousand striking shirtwaist workers on the East Side. The procession of women passed through the Bowery and Mrs. Belmont was cheered by the crowds that lined the streets. She has taken up the fight of the women strikers and has rented the Hippodrome for their meetings.

MUST PAY PENALTY

Cabinet Will Not Interfere in Case of Japanese Under Sentence at New Westminister

Ottawa, Dec. 4.—The cabinet has decided not to interfere in the capital case of Yashikawa, now under sentence to be hanged at New Westminister on the 10th instant, for the murder of another Japanese last summer. The law will therefore take its course.

PLOT TO DESTROY RAILWAY.

Washington, D. C., Dec. 4.—Efforts to wreck with dynamite a portion of the track of the Panama railroad company and a large steam shovel were made on the night of November 3 last. This fact was made known here at the offices of the Isthmian canal commission through the offer by the government of a reward for information leading to the arrest of the person or persons who were implicated in the plan.

DIES OF APOPLEXY.

Toronto, Dec. 4.—Stricken with apoplexy, Daniel Wilson, ex-mayor of Collingwood, died Thursday at the Iroquois hotel. He was 80 years old.



T. W. PATERSON, Who Has Just Been Appointed Lieutenant-Governor of the Province.

railway in Ontario. From that time on he devoted most of his time to construction work on railroads and the Welland Canal. After doing work on the C.P.R. construction he came west to British Columbia in 1885, following the same line of work in this province.

He was the contractor for the construction of 50 miles of the E. & N. from Shawanigan Lake north and also laid the first car lines in this city. Later he constructed the Shuswap & Okanagan line of railway, and then built the V. & S., which later was operated under his superintendence. It was while operating the V. & S. that Mr. Paterson had the steamer Iroquois built to connect with the line and serve as a feeder to it from the Gulf Islands. The connection which Mr. Paterson gave the residents of the Islands with Victoria was very warmly appreciated by them and a good trade was built up.

Mr. Paterson was early attracted to the rich agricultural lands of the Delta and acquired considerable tracts there. He has added to these until he has now about 1,000 acres of rich farm lands in that part of the province. He has made a specialty of breeding high-class shorthorn cattle, his herds being among the best in the province.

Mr. Paterson also engaged in the lumber business and was a shareholder in the Canadian Pacific lumber mills at Fort Moody until a few years ago, when he sold his interests in it.

In 1902 Mr. Paterson was returned a member of the Legislature for the seat in the Islands by the vote of the death of J. P. Booth. He was a successful candidate at the next general election, but was defeated by A. E. McPhillips at the next general election.

For a number of years he has lived retired in Victoria, where a few years ago he put up a fine residence on Fort street. He owns Moresby Island, off Sidney, where he from time to time spends a few days shooting, a form of sport which he enjoys. Within recent years Mr. Paterson also took to the game of golf, being a member of the Victoria Golf Club. He is a lover of the motor car also, being a skilled driver himself.

He is a brother-in-law of John Tolmie, M.P., of Kincardine, Ont., who represents North Bruce in the House of Commons.

Mrs. Paterson is a daughter of Senator George Riley of this city.

sell & Co., and was, at the time she founderd, the property of C. E. DeWalt & Co. She was 28 1/2 feet long, 40 1/2 feet beam and 23 1/2 feet deep. The iron four-masted bark Silberhorn which was lost last year when on a voyage from Newcastle, N. S. W., to Esqueau, on the west coast of South America, was built two years later of almost identical design. She was in command of Capt. Warren, well known here. The Silberhorn was never heard from after leaving Australia, and H. M. S. Shearwater went south to make a search of Mas a Feaura and Juan Fernandez islands without success. A few months ago an advertisement was published by Capt. Warren's father-in-law in a Liverpool newspaper asking for a seaman who had sailed with the missing captain to proceed to Valparaiso to identify him as the captain had been seen in the streets of the Chilean port. Capt. Warren formerly commanded the Matterhorn, being her first master.

The Matterhorn was here in June, 1907, when she shipped 15 men from this port. She had on board a cargo of slightly over a million and a half feet of lumber and was towed to sea by the tug Lorne, bound for South Africa.

TWO MAIL CARRIERS NEARLY LOSE LIVES

Fall through Ice When Crossing Lake Atlin—One in Serious Condition.

Atlin, B. C., Dec. 4.—While carrying mail across the ice from the mail steamer which was frozen in Lake Atlin, near Portage, Dan Holland and Fred Taylor broke through the ice. A companion extricated the men with great difficulty. The mail was also saved.

Holland and Taylor started for the nearest shelter, a miner's cabin, several miles away. Both of Holland's feet and Taylor's hands were frozen. The men were taken into Atlin last night. Holland is in a serious condition.

Lake Atlin was frozen over on December 1st. It is the earliest closing of the lake on record.

SMOKES IN BED AND IS BURNED TO DEATH

Man Starts Fire in Which Woman and Child Also Perish.

New York, Dec. 4.—Three lives were lost in a fire that destroyed a tenement building on South street early today. Jesse Ames lighted his pipe without getting out of bed and ignited the bed covering. Ames was burned to death and Maria Brun, who lived in an adjoining apartment with her three-year-old child, was cut off by the flames. The woman and her child died in the fire.

WAGES INCREASED. Pittsburgh, Dec. 4.—A voluntary increase of 10 per cent. to 10,000 men has been announced by the Dunbar Furnace company operating coke ovens in the Connellsville, Pa., district.

EARNINGS INCREASE. Montreal, Dec. 4.—Grand Trunk railway earnings for the period ending November 30th increased \$190,571, compared with last year.

TRAINING HIGH

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