MR. BONAR LAW AT BELFAST

Immense Concourse of 150,000 People Acclaim Union Leader and Register Opposition to Home Rule

BELFAST, Ireland, April 9.—That the opposition of Ulster, on which the Irish Unionists mainly base their hopes of ultimately defeating the forthcoming Home Rule bill, remains as virile as 1886 and 1893, the years in which William E. Gladstone introduced his two Home Rule bills for Ireland, seem to have been demonstrated by the vast throngs of Orangemen and Unionists who today again registered their "unaltered and unalterable opposition to a parliament form in Ireland in any form."

A demonstration of 150,000 enthusiastic people passed in procession before Bonar Law and other Unionist leaders at the Royal Agricultural Society's grounds. Bonar Law in a speech said:

"I come here to give you assurance that we regard your cause not only as yours alone, but as a cause of the Empire. We shall do all that men can do to defeat the conspiracy, treacherous as it has ever been, formed against the life of a great nation. We do not know the nature of the bill to be introduced on Thursday, and it is part of the plot to keep the country in ignorance as long as it is possible.

"I do not believe that one in a hundred of the British people regard Home Rule as good for Britain or for Ireland.

"You say, and I think that you mean it, that you will not submit to Home Rule. It will be difficult, perhaps impossible, to overcome your opposition under any circumstances. Your resistance would be irresistible, but the moral power of that resistance is increased a thousand fold by the way in which it is proposed that this calamity should be forced upon you. If we defeat Home Rule now, we defeat it forever.

"Not Theirs To Sell"

"In order to remain for a few months longer in office, the government have sold their constitution, they have sold themselves, and they thought they had sold you, but you were not theirs to sell."

A resolution was put from four platforms simultaneously refusing to accept Home Rule under any circumstances. This was carried unanimously and the immense gathering sang the National Anthem before dispersing.

Mr. Bonar Law was received at Larne and Mount Stewart yesterday with unbounded enthusiasm. If he had gone as a deliverer from captivity the excitement could not have been greater. He was received by enormous crowds at both stations while en route, for the buildings were packed with cheering multitudes all waving the British flag. Ten thousand people passed forward to shake the Unionist leader's hand. Bouquets were thrown to him, while thousands of voices took up the National Anthem. Bonar Law, in one of his speeches said: "However difficult the task which lies before me, and however strongly I could wish that it had fallen on the shoulders of some other man with greater ability and experience to carry it through, I can say this that no man in the Unionist party represents more thoroughly the determination of the whole party in England and Scotland that come what may this great injustice shall not be inflicted upon the people in North Ireland."

This was received with very profuse cheers.

Unbounded Enthusiasm

BELFAST, Ireland, April 9.—Enthusiasm greater than that which greeted Andrew Bonar Law, the Unionist leader here yesterday, is not conceivable. The Ulster men are all pent up over the Home Rule meetings which are to be held here and as Mr. Bonar Law is to be the principal speaker their enthusiasm could not be restrained when he arrived.

The demonstration on Monday without doubt is partly a personal tribute to the Unionist leader as a successful Ulster man, who though not identified with Ulster particularly, and almost unknown there stands for the policy now nearest and dearest to the heart of the Orangemen. The reception was large and excessively robust and Bonar Law must have suffered physical pain from the grips of strong hands, the lifting and shoving administered by the wildly excited men, who, in the absence of a protecting force thronged about and tried all ways to greet the Unionist leader.

"If this is the way you treat your friends," said Mr. Law, "I am glad that I am not your enemy."

After taking his breakfast at his hotel in Larne Mr. Law started for Belfast. A crowd unhitched his horses and dragged the carriage with exuberant enthusiasm to the railway station, where he took his train. Four stops were made on the way and there were numerous addresses, each being accompanied with a furore of enthusiasm.

The preparations at the railway station here saved the Unionist leader from frenzied clutchings of the large crowd by the drilled guard of police.

A thousand men from the Orange Club lined up and saluted Mr. Law as he alighted.

The Unionist leader was welcomed here by Sir Edward Carson and Lord Londonderry and the local Unionist leaders. After the formalities were over he passed the saluting lines of men and entered an automobile with Sir Edward Carson. He then found that he had again struck the Larne hurricane. Everybody in Belfast seemed to be clamoring around the car and thrusting hands in the air for Mr. Law to shake.

A Surging Mass

Amid the din of cheers and shouting the Unionist leader stood in the automobile waving his hat. It was many minutes before a way could be made for the car to start. It then crawled by inches through the surging mass of men.

When the Ulster Reform Club was reached an address was presented which accused the government of forcing Home Rule on Ireland without a mandate and postponing the promised reconstitution of the House of Lords until the policy of the dismemberment of the empire had been affected. The address ended by demanding the maintenance of the constitution and claiming that Ulster was justified in resorting to the most extreme measures in resisting Home Rule. Mr. Law briefly replied, among other things, saying:

"It will take more than trickery by the present government to force upon you a government to which you do not even consent. Although the brunt of the battle will be yours, there will not be wanting help from across the channel."

TANKER ROSECRANS

Oil Steamer Floated From Rocks Near Gaviota at San Francisco For Repairs

SAN FRANCISCO, April 9.—The Associated Oil company's tanker Rosecrans, which went ashore at Port San Luis three weeks ago, has arrived here in tow of the company's tug Navigator, having been floated after salvage operations that are considered remarkable by shipping men. The work of getting the steamer off in deep water was in charge of Fred J. Trist, superintendent of construction of the Associated Oil company, and Capt. T. P. H. Whitelaw, the veteran wrecker, whose divers and gear were used.

The Rosecrans was found to be firmly wedged on the rocks and it was decided that the only way to get her free from her tenacious bed would be to resort to using dynamite. Although this was a dangerous operation it was carried out without damage to the wrecked vessel. The divers inserted light charges and finally cleared the steamer. The tugs Sea Rover and Navigator towed on the Rosecrans for two days until she came off at high water.

Upon her arrival the damaged vessel was taken to the Union Iron works. She will be drydocked in a few days for a survey when it will be able to tell just how badly she is damaged. It is believed that a number of her bottom plates are punctured to such an extent that they will have to be replaced, while others that are dented will have to be repaired.

FUR CATCH UP TO EXPECTATIONS

Dealers Have to Figure Very Closely Nowadays to Overcome the Competition of London and New York

The supply of fur in 1912, though in several cases not up to that of the preceding year, came fairly well up to expectations. In the case of skunk there was a larger number than had been anticipated. There was a tremendous drop in ermine of nearly half and also in muskrat. Prices, especially in the most valuable furs, fluctuate enormously from month to month and even from week to week, for instance silver fox is 25 per cent. less than in March last year.

Beaver has advanced over fifty per cent. and muskrat has declined in a corresponding ratio. Dame Fashion, Mr. F. Foster says, is largely responsible for this; the demands of half a dozen customers will send any particular fur soaring; on the other hand he has had silver fox on his hands for months and after selling them at cost price because the market had dropped had the disappointment of seeing the price mount again the very next week.

The fur auctions at Seattle and Vancouver are conducted on the "sealed tender" plan, and so close is the figuring that unless a dealer goes into the room with a commission in his pocket there is generally a very small margin between lowest and highest when opened. Should a customer have guaranteed to go to a high figure the seller benefits by obtaining over market price. The great bulk of the fur goes to these markets, which all dealers, including the Hudson Bay Co., attend though this latter firm, of course, obtains a certain amount from their posts. Even so the supplies to their employees cost them so much to haul in that the cheaper prices they pay do not prove an economy in the end.

The following figures from the London market enable a comparison between this and the last year to be made:

	1912	1911
Mink	$ 62,700	$ 76,674
Muskrat	1,104,700	1,481,989
Skunk	663,300	807,264
Opossum	626,200	590,714
Raccoon	135,500	168,656
Civet Cat	134,600	221,195
Wild Cat	11,400	14,248
Housecat	21,500	33,029
Lynx	3,890	1,214
Marten	10,635	11,920
Fox, Red	19,825	26,940
Fox, Cross	805	905
Fox, Grey	25,400	27,768
Fox, White	5,670	5,173
Otter	5,670	6,838
Badger	8,640	7,413
Beaver	6,763	7,279
Bear	5,300	3,118
Wolf	44,125	36,654

Charles Johannson, a logger, was killed almost instantly at Powell river last week, through a cable breaking and the snapping end striking him in the head.

JAPANESE AND PANAMA LINE

Nippon Yusen Kaisha and Osaka Shosen Kaisha Awaiting Developments Before Making Decision

It was reported some time ago that both the Nippon Yusen kaisha and Osaka Shosen kaisha lines were contemplating the establishment of services via the Panama Canal, but, according to advices from Japan, the Oriental lines are undecided. The Kobe Herald says in this connection:

"A current topic of discussion in shipping circles here relates to the influence the opening of the Panama Canal is likely to have on the transportation services in the Far East. It was reported at one time that the N. Y. K. was preparing to utilize the Panama route, and of late it is said that the O. S. K. has been seriously thinking of opening a service in that direction. It is, however, credibly reported from one quarter that the shipping companies here are now rather inclined to await developments, and that in the meantime all plans have been shelved. In explanation of this it is said that, despite the fact that the opening of the canal to traffic has been taken very seriously by shipping men throughout the world, it is not likely to very closely affect the maritime transportation business of Japan and other countries in the Far East, though it may deeply affect the shipping business of America, and especially through lines from Europe to the western coasts of North and South America. Besides, a large amount of capital would be required to commence such a new line, and the scheme would involve some danger. For instance, if a vessel were despatched monthly, three or four large vessels would be necessary, and if a fortnightly service were maintained six vessels would be needed. Then, too, vessels for such a place as Panama, where coal is very dear, must be of not less than 12,000 or 13,000 tons. So it is evident that a capital of Y20,000,000 or Y30,000,000 would be required. As to the cargo likely to be forthcoming, little profit could be expected on the outward voyage. On the homeward run iron material and cotton would be the principal cargo. Some years later, China may demand large quantities of iron materials, but at present the demands of the Far East in this direction are not very large. As to cotton, it may be found that it will still be more convenient to transport it from some ports on the Pacific coast of the United States of America. Such being the case, the principal shipping men here consider it would be disadvantageous, if not dangerous, to invest a large amount of capital in opening a line to Panama. At any rate, the proposal to establish such a line has fallen through for the time being."

The steamer Kamakura Maru, Capt. B. Kon, of the Nippon Yusen kaisha line, will reach the outer wharf this morning after a fast run across the Pacific from Yokohama, which port she left on March 27, according to wireless advices received by the local agents of the line yesterday. The Kamakura Maru was in the drydock to be overhauled shortly before starting across the Pacific. The steamer is bringing a light cargo.

The Inaba Maru, Capt. Tominaga, of the Japanese line, left the outer wharf yesterday afternoon on her last passage in this service, carrying a full cargo of general freight, including shipments of flour, steel, machinery, motor cars and agricultural implements and many passengers. The Japanese steamer will, on completing her voyage to the Orient, be replaced in this service by the new steamer Shidzuoka Maru, which is scheduled to leave Hongkong on May 21, and will arrive here on her maiden trip on June 18. The Tamba Maru is also to be replaced, the new Yokohama Maru replacing this vessel in June. The two new steamers are vessels with speed of 15 knots and have a registered tonnage of 6500 tons.

The Japan Times of Tokio in a recent issue states that the subsidized N. Y. K. line between Japan and Calcutta, which was started in September last, is running at an annual loss of over £20,000, in spite of a subsidy of £12,500. Whilst the company is able to get full cargoes down to India from Japan, it is unable to compete successfully with the British shipping from Calcutta to China.

The Inaba Maru carried as saloon passengers Col. John R. White, of the Philippine insular service, bound for Manila; Mr. and Mrs. D. Gainey, who will make the round voyage; Mr. C. I. Keeler, a New York business man, for Yokohama; Miss Nellie Ramwell, daughter of H. Ramwell, of the American Tug Boat company of Everett, bound for Yokohama, accompanied by Miss Elma Diefenbacher, also of Everett; F. E. Hing, a wealthy Chinese merchant, with his wife and child, en route from Duluth to Canton; Y. Oyama, a Japanese tourist, who is completing a tour around the world via London, and Lee Yet Che, Y. E. Ung, Y. Lee and Hing Wong, Chinese students, bound for Hongkong.

PRINCE GEORGE WAS IN HEAVY WEATHER

Grand Trunk Pacific Steamer Brought News That Much Machinery Has Been Saved From Grant

The steamer Prince George, Capt. Saunders, of the G. T. P., was buffeted in a strong wind with snow in Millbank sound and strong breezes which prevailed in Queen Charlotte sound on the voyage from Prince Rupert, arriving on Sunday morning. The steamer brought 89 passengers. The arrivals included Mr. J. H. McMullen, government agent at Prince Rupert, Dr. W. T. Kergin, Mr. G. A. McNicoll, Dr. McNeill, Mr. F. Moore and Mr. Duncan Ross. When the steamer left the company's wharf for the north yesterday morning she took many passengers, and had many Chinese 'tween decks bound to northern canneries. The saloon travellers included Messrs. Wm. Marchant, inspector of customs; N. Smith, C. Neill, J. R. Myers, Godwin Austin, G. S. Segee, J. Boon and F. W. Kemp.

News was brought by the Prince George from Prince Rupert that after some weeks of toilsome salvage work at the wreck of the fishing steamer Grant on Banks Island, Captain Bebington with Capt Norman Broadhurst, returned to Prince Rupert in the Rover bringing with them a good deal of machinery saved from the wreck. Pumps and winches form the most valuable part of the salvage, but the steamer's boilers were also salved, and a second trip is necessary to Banks Island to bring them across to Rupert. The services of a diver have been necessary to salve the machinery, and fortunately most of the more arduous part of the work was accomplished in excellent weather conditions.

LEEBRO TAKES STORES TO ISLAND LIGHTS

The steamer Leebro, under charter to the marine and fisheries department, left yesterday morning for lighthouses and wireless stations on the west coast of Vancouver Island, carrying stores and materials for new construction work. The Leebro took two new wireless station buildings for Estevan, built in sections at Victoria. The bulk of her cargo consisted of lumber and other building material for the Langara Island lighthouse.

Operatic Romance

PARIS, April 8.—The Paris Journal says that Mme. Lina Cavalieri, the former wife of Robert Winthrop Chanter of New York, soon will marry Lucien Muratoro, tenor at the Paris Opera, and that afterward the couple will fill a joint engagement to sing in opera in America. Muratoro was born in Marseilles in 1878 and has been attached regularly to the opera at Paris for several years. He also has sung at the Opera Comique.

Dead, Kneeling at Bedside

PORTLAND, Ore., April 8.—Kneeling by his bedside in his room in a local hotel, Rabbi Hirsch Werner, residing at 722 Seventeenth avenue, Seattle, was found dead today. The coroner pronounced the cause of death to be Bright's disease and heart trouble. Rabbi Werner arrived in Portland, from Seattle, on March 28.

BECKENHAM IN FROM MEXICO

Reached the Outer Wharf at Noon Yesterday—Passenger Tells of Finding Inca Relics

The steamer Beckenham, of the Canadian-Mexican line, reached the outer wharf at noon yesterday from Salina Cruz, with a cargo of general merchandize from the United Kingdom and European ports via the Tehuantepeg railroad. The steamer brought as workaways Mr. L. B. J. Biggar, a Toronto man, and a Peruvian boy adopted by him, returning from Peru and Mexico, where Mr. Biggar has been engaged in teaching, and which he left as a refugee owing to the troublous state of the southern republic. The country is in a greatly disturbed state, he said, and many foreigners are leaving, some of them having to sacrifice their belongings. Bridges have been blown up on the railroads, and the Zapatistas, who are brigands rather than revolutionists, are raiding and generally harassing the countryside.

An interesting story was told by Mr. Biggar of the discovery made by him of an unknown Inca burial place in the vicinity of Pisagua, on the northern frontier of Chili. He was walking along the edge of a cliff when a ring dropped from his finger, and, in descending for it, he came upon the entrance to a cave, which he decided to explore. He found, after making his way for some distance, a big subterranean chamber, in which were rows of mummies in a sitting posture, with jars filled with corn and other vessels in front of them, and, not the least interesting find, some hundreds of small gold idols and small sums of gold. Mr. Biggar reported his find to the Chilian authorities, and sentries were immediately posted over the cave and an expedition sent in to bring out the Inca mummies, which were sent to a museum at Santiago, and he was given several of the gold idols as a reward. He said that many treasure-hunting expeditions have been sent into Peru, Lake Titicaca being the stamping ground of many fortune hunters, but the Incas, who buried their temple idols and other valuables to keep them from the Spanish conquerors, had evidently done the work well, for few treasures are being found.

The Beckenham encountered strong head winds when on the way from Salina Cruz. On the voyage south calls were made at Guaymas and Mazatlan, but northbound the steamer came direct from Salina Cruz. The steamer is discharging 200 tons of general freight at the outer wharf, and will leave for Vancouver today to discharge 1800 tons for that port and overland points.

Another voyage to Salina Cruz is to be made by the Watts-Watts steamer under charter of the Canadian-Mexican line, and the vessel will then load a cargo of sacked coal from the Vancouver Island mines for Cape Nome on account of J. J. Sessnons & Co. Her place in the Canadian-Mexican line will be taken by the steamer Ikala, of the J. H. Welsford Co., which is now en route to this port and Vancouver from the Atlantic with a cargo of steel rails.

STATION MEN ARE AT WORK

Day Laborers Being Employed to Carry on Construction of Canadian Northern in British Columbia

YALE, B. C., April 9.—Two hundred men, station men and their helpers, are at work today on Burns, Jordan & Welch's section of the Canadian Northern Pacific grade between here and Spuzzum. Only one gang of station men on this 14-mile section are idle and they may take up their tools again at any time. The station men at work are employing day laborers and paying them the rate of wage prevailing before the strike and working them ten hours a day. Some 150 men worked on this stretch of road yesterday and were not molested. Special constables are on guard at the various camps, with Constable Dunwoody of Esquimalt in charge of the whole.

LYTTON, B.C., April 9.—The provincial representatives yesterday picked two camps at random and paid them surprise visits. They were in excellent condition and except for the fact that there were no bath houses seemed to comply with the letter of the Health Act. The first visited was that of Dailey & Morrison, a couple of miles west of Savona on the Thompson river. This firm has adopted the unique scheme of building the camp on a scow, which is towed from place to place as the work goes along the grade. It is moored in the current and all the refuse is carried away immediately. The camp contains a kitchen, diningroom and quarters for 20 or 25 men. It is high and dry and clean. Several idle men are about the camp. They are on strike, not because they want to be, but because they were practically forced out and they do not hesitate to express their resentment.

MOUNT McKINLEY

Party Which Sets Out From Fairbanks Is Unsuccessful in Making Ascent

FAIRBANKS, Alaska, April 9.—(via Ashcroft, B. C.)—The Fairbanks Times Mount McKinley expedition, which left here on February 5, returned tonight, having been unsuccessful in the attempt to scale the mountains. The party succeeded in attaining an elevation of 10,000 feet in the north side of the mountain, east of Peter Glacier. Further progress was barred by precipitous ice cliffs and the lack of supplies, and the lateness of the season made it impracticable to renew the attempt by another route.

Members of the party believe the ascent feasible, but not along the ridge. Nothing was seen of the expedition led by Professor Herschel Parker, of Columbia University, and Belmore Brown, of Tacoma.

The Fairbanks Times expedition was composed of four men—Geo. S. Lewis, a native of Tulare, county California, formerly assistant engineer in the United States reclamation survey at Yuma; Martin Nash, of Dawson, Y. T.; Anson McCabe, who worked with the government survey last summer in Fairbanks district, and Jack Phillips, a noted musher. The party took two sledges and 19 dogs.

It was the intention of the Times expedition to confirm the story of Tom Lloyd, who led an expedition in 1910, that he reached the summit of the mountain by making the ascent from the north side. Lloyd, who was accompanied by three other Alaskans, said the climb occupied a month and that the summit was reached on April 3. Pete Anderson, W. R. Taylor and Charles McGonigle, who were with Lloyd in the first attempt, returned to Fairbanks June 8, 1910, and said they had made a second ascent on May 17. Members of the Lloyd expedition said that measurement placed the height of the mountain at 20,500 feet.

COMOX DISTRICT LOOKING GOOD

Mr. M. Manson M. P. P., Visits the Capital City on a Good Roads Expedition—Tells of Developments

On a missionary expedition in support of the propaganda for good roads in his constituency of Comox Mr. Michael Manson has arrived in the capital with a view to placing the matter before the Provincial government. In addition to this good roads brief Mr. Manson brought down with him an excellent report as to the general condition of the country, the optimism of the people, the expansion of industry, and the prospects of the future. To a Colonist representative he recounted a series of important industrial developments that must in the very nature of things have a healthy reflection upon the growth of the community, or rather the communities, in his constituency.

In response to a query as to what occasioned the urgent necessity for the new roads in the district of Comox Mr. Manson replied that there were so many industrial changes taking place that the district was practically undergoing a transformation. Quarter sections were being divided up into small home lots of from one to twenty acres in order to meet the tremendous demand for locations that occurred as a result of the growing industrialism. He pointed, as an instance of the changed circumstances, to the increased operations of the Canadian Collieries, Ltd., which concern is at the present time engaged upon the sinking of a new shaft for their number 8 mine, the construction of a new line to the mine and the ballasting of the old line to Union Bay, together with the erection of a hydro-electric plant for the operating of all the mine machinery by electricity instead of by steam, alterations, additions, and improvements, which mean an expenditure of something like two million dollars.

Over and above that there are great developments proceeding in the cannery business, several of the concerns located within the parliamentary jurisdiction of Mr. Manson having doubled their plant in view of the increased facilities for handling the output, and the consequent advantage to them in the markets of the world. The Anderson Cannery at Quathiaska Cove has spent a considerable sum of money in extending its plant so as to increase the amount of production in proportion to the increased facilities. The cannery at Alert Bay, owned by the B. C. Cannery company, has followed suit strongly and a number of the other smaller concerns are now following the lead with all possible expedition, and it is certain that during the current year, when the figures of production come to be totalled up, it will be found that they are greatly in excess of any previous year.

"As a matter of fact," says Mr. Manson, "there never has been anything like the present wave of industrialism throughout the district. Co-incident with the developments in the mines and in the canneries, which in themselves are sufficient to have absorbed all the free labor in the district, settlers continue to come in in great number, and while of course many of them find employment in these concerns the great bulk of them evince a desire to take up land, with the result that even in this phase the constituency is undergoing a great change. The great rangy farms of yesterday are disappearing and their places are being taken by subdivisions of lots amounting to a few acres each. This tendency is particularly noticeable in the Courtney Valley where I think it is generally conceded that the land is of a more productive character than perhaps in any other part of Vancouver Island. To this section of the country people with predilections in favor of agricultural pursuits are flocking in great numbers, and it is only a question of a very short time before the entire valley is taken up in this way. And when it is, I fancy that there will be no place on the Island or on the Mainland either to compare with it for abundant fertility and natural beauty.

"Away to the north of the Island, in the vicinity of Hardy Bay and Coal Harbor, Quatsino, there is a great boom on the strength of the proposed railway connection. Nothing else is talked about, and as you may guess the Provincial government is a much lauded body in that district. And it is not at all surprising, for as a matter of fact it is admitted all over the country that but for the far-sightedness of the government in launching its enterprising railway policy at this critical juncture in the development of the Island as a whole, things would not have had the roseate hue which they are presenting at the present time. So great is the faith of the people in the future of the country that they have taken up practically every foot of available land in the district; and when the railway does come it will find as well as make settlements."

Mr. Manson also briefly referred to the great developments that are being undertaken on Powell river, where a new pulp and paper mill has been established. Mr. Manson understands that the mill will be in active operation this year.

BURNING STEAMER

Passengers From Beached Ontario Arrive Safely at Boston

MONTAUK POINT, N. Y., April 8.—The fate of the steamer Ontario, of the Merchants and Miners Transportation Company, which was beached here on fire early this morning, was in doubt tonight. With her passengers taken off safely, the steamer's crew stuck to the ship, and at a late hour were fighting the flames, which appeared to be getting the better of the men, and from the shore tonight flames could be seen bursting through the forward decks. No fears are felt for the safety of the crew. Much of the cargo consisting mostly of cotton, has been jettisoned.

BOSTON, Mass., April 8.—A group of tired, hungry passengers of the Merchants and Miners' steamer Ontario, which was driven ashore, burning, on Montauk Point, Long Island, early today, arrived here today from New London, Conn., where they were landed by a tug. Most of them were without baggage. Some had dressed so hurriedly that they had scarcely sufficient clothing. When the Ontario was run ashore she carried 32 passengers, 22 first and second cabin and ten Italians in the steerage.

CONSPIRATORS ESCAPE

Montenegran Ministers Who Plotted Against Ruler Burrow Way to Liberty Through Subterranean Passage

LONDON, April 8.—The thrilling escape of the former minister of Montenegro, Juvanovisch, with other ministers who were fellow prisoners in the fortress of Podgeritza, is related in a Constantinople despatch to the Chronicle. Juvanovisch and his comrades made their way out of the fortress by digging a subterranean passage. They were condemned in October 1907 to 15 years' imprisonment for complicity in a plot against Nicholas I. of Montenegro.

Horse Trainer Dead

NEW YORK, April 8.—Word was received here today of the death in Berlin last Saturday of James P. McCormick, for many years one of the best known horse trainers of the western turf. He was 56 years old. Among the better known winners in this country trained by McCormick were Alcedo, winner of the Suburban handicap, and his own horse, Glorifier, which won the Metropolitan and Carter handicaps the same season.

EXTRADITION IS GRANTED

Bernard F. O'Neill Will Have to Stand Trial on Charge of Embezzling Funds of Idaho Bank

VANCOUVER, B. C., April 9.—Judge Grant this afternoon gave an order for the extradition of Bernard F. O'Neill, who is wanted in Wallace, Idaho, in connection with charges of fraud and embezzlement arising out of the failure of the State Bank of Commerce, of that place. In the meantime no further bail will be allowed and O'Neill must remain in the custody of the city police until an officer arrives from Idaho to take him back to stand trial there.

Judge Grant gave a written judgment consisting of 24 pages of manuscript. He reviewed all the evidence. Most of the objections raised by Mr. S. S. Taylor, counsel for the defendant, he overruled.

"I cannot say," he said in conclusion, "that I have no doubt of the innocence of the accused, and in face of the manner in which the books of the bank were kept, strengthened by the action of the grand jury in finding true bills and the action of the judge in issuing criminal warrants against the prisoner, I feel that there is ground to justify a committal which is all that is needed in this case."

He added that he had no doubt from the authorities that the offenses charged all came within the extradition treaty. He said further that he had grave doubts of the wisdom of granting bail for persons being held for extradition. He quoted the Gaynor and Greene and Whittaker cases to show where it had been refused in similar cases. In view of this he ordered that the accused be committed to gaol pending his surrender to the American authorities. He could be kept for 18 days when, if no steps were taken to remove him he might apply for habeas corpus. In the meantime the court must issue a warrant for commitment.

The warrant was taken by Detective Campbell, who was in court and who took charge of the accused.

Judge Grant said further before leaving the court, that the warrant of extradition by no means meant a verdict of guilty.

O'Neill came to Vancouver in September last and took a position with a trust company. Then the prosecuting attorney of Shoshone county, Idaho, took proceedings for his extradition and O'Neill at the instance of the state was arrested on charges of fraud and embezzlement. He was brought before Judge McInnes. Insufficient evidence, however, was forthcoming and after several days hearing the judge held that no case for extradition had been made out. O'Neill was then released and took a position with a lumber company. Several weeks ago he was again arrested.

PRINCESS BEATRICE STARTS NEW SERVICE

Will Make Weekly Run to Granby and Way Ports on the Northern British Columbia Coast

The steamer Princess Beatrice, Capt. Howes, which returned early yesterday morning from the Queen Charlotte Islands, left port again yesterday for Ladysmith to coal, and will leave Vancouver this morning, inaugurating a new service to Granby, Observatory Inlet, via Alert Bay, Hardy Bay, Rivers Inlet and Ocean Falls. The schedule provides for the arrival of the steamer in Victoria from the north on Sundays, and she will sail north every Tuesday.

Dirty weather was experienced in northern waters by the Princess Beatrice. When crossing Hecate Strait the steamer ran into a heavy gale, and encountered thick fog in Johnson Straits. Snowstorms were also experienced, and when the vessel was at Swanson Bay on her southbound trip there was 18 inches of snow on the ground.

DREADFUL FROM THAMES

New Tugboat Coming From United Kingdom For the Western Canada Lumber Company

VANCOUVER, April 9.—The steel tug Dreadful is fitting out on the Thames for a voyage to Vancouver, which she will commence in a few days, and which, it is expected, will occupy 70 days. She has been bought by the Canadian Western Lumber company, and is a powerful craft 125 feet long, costing $60,000. She can handle 2000,000 feet of logs and will be used to tow booms from Comox to the mouth of Howe Sound, where the company's tugs, Cheerful and Fearful, will take them over and tow them to the Fraser River. The Dreadful was built by Henry Pollock and company, of London.

Railroad Strike Imminent

MEXICO CITY, April 8.—American conductors and engineers employed by the national railways of Mexico City will walk out on April 15 unless some unforeseen circumstances intervene. The railroad managers refused the demands of the men. The latter had voted to strike if the companies reply was unfavorable. Nearly eight hundred persons are effected.

Nelson is to have a rose carnival in July, the flower show proper being on floats on the lake.

Edwin Gautier and Vernon Fraser have been committed for trial from Kamloops on a charge of burglary and robbery at Lytton.

James McBride, driver of a donkey engine at the plant of the Ocean Falls Pulp company, committed suicide last week by shooting himself.