

DAY

of Dollars to be Saved
ing the Greatest July
nce in the West

oods at Deter-
learance Prices

ew examples of the bar-
at our customers' dis-
y offered on Friday and

35c per Yard

ES FANCY LUSTRES
HAIRS, self colors and
res with small pattern,
olive, bronze, red, brown
dark grey, etc. These are
reg for useful wear dur-
m dusty weather. Regu-
from 75c. to \$1.00. July

50c per Yard

ICE we are offering a
of goods, including
ings, Beiges, Home-
s and Stripes, French
ular values from 75c

LF COLORS, Crepe de
French Cashmere with
ck and narrow stripe,
S. Serge, etc. Regular
July sale price... 50c

75c per Yard

Y PIECES of FINE
WORSTED SUITINGS
EDS. These are the
nest goods we can show
they must be cleared
ular values \$1.25, \$1.50
uly sale price... 75c

f 10,000 Yards

Miss Muslim

pr 35c, 25c and 12 1/2c

ite Turkish Towels,
bleached Turkish Tow-

on Gingham
weling.

Shrewd Investors—To-
and Saturday

Hose at Irresist-
e Prices

ues, 15c for 20c values,
lar 25c values, etc., etc.

Ribbed Cotton
derwear

ues for... 35c
nes for... 50c

argest distributors and
est stock of merchan-
e, we secure first choice
acter, thereby enab-
the people of Victoria

and Book Dept.

BOTTLE OF VIT-
ER. July Sale
50c and 60c. Re-
25c

40c, 50c, 60c, 75c,
35c

WRITING TAB-
autiful highly calen-

Rugs Specially
riced

ake a very durable
ish to your summer
e goin. x 60in., nice-
h 20 wearing sur-
July sale at, only

Less Than One-
-Third, Etc.

PER for, per single
PER for, per single

our Purchases Secures
counts Therefore

argains for our
tomers

VOL. L, NO. 58

VICTORIA, B. C., TUESDAY, JULY 9, 1907

FIFTIETH YEAR

FREIGHT REGULATIONS
IN FAVOR OF
SHIPPERS

Order Issued by Railway Com-
mission Makes Import-
ant Changes

OWNER'S RISK MUCH DECREASED

British Artillery Team—United States
Training Ships Allowed to Pass
Through Canal.

Ottawa, July 4.—The railway com-
mission today issued an order approv-
ing the new Canadian freight classifi-
cation, number thirteen. The most
important features of this revised
classification are that some 340 com-
modities which have hitherto been car-
ried at the risk of the owner will here-
after be carried at the carrier's risk,
without any advance in ratings, and
that on those articles which will still
be carried at owner's risk, the risk is
to be specified and restricted.

Thus, instead of the words, "owner's
risk, which covers practically every-
thing, the owner's risk, where it is re-
tained, will be restricted to breakage,
chaining, leakage, shifting, loss, damage,
deterioration, fire or weather, and in
the case may be, and further, these re-
strictions are intended to cover only
risks necessarily incidental to trans-
portation, but such limitation, ex-
pressed or otherwise, is to relieve the
carrier from liability for any loss or
damage which may result from any
negligence or omission of a railway
company, its agents or employees.

These changes, ordered by the board,
are distinct improvements on the old
system, and will prove of great benefit
to the public.

The British artillery team will ar-
rive here on Saturday, July 20th, and
will remain here until the following
week before proceeding to Potawa.
Permission has been granted by the
Canadian government to the States for
training ships to pass through the St.
Lawrence canal to Detroit. It is said
this permission does not violate the
Rush-Bagot treaty.

A distinguished party of Japanese naval offi-
cers will sail from Victoria on July
13th.

Boville, deputy minister of finance,
left for England today, having
been cabled for by Hon. Mr. Fielding
in connection with the proposed new
French treaty.

Third Trial Necessary

Hope Case, N. B., July 4.—Thomas
Collins, charged with having murdered
Mary Ann McCallister at New Ireland,
Albert county, will be tried for the
third time in September next. The
jury retired on noon yesterday, and at
supper time last night an agreement
was reached. On the order of
Chief Justice Tuck, the jury was look-
ed up for the night. This morning the
jurors reported at different times that
they were not able to reach a verdict,
and Chief Justice Tuck summoned
them to the courtroom and discharged
them.

Shareholders Get Money

Hamilton, Ont., July 4.—It is an-
nounced that the Ontario Nickel Cop-
per Company has been bought by a
syndicate and the shareholders will
get their money and interest. John
Patterson returned from Florida some
time ago to put through the deal, and
the first payment was made yester-
day. A firm of Toronto lawyers paid
over \$300,000 on account of the pur-
chase money. The whole price is
said to be a good deal over a million
dollars, and the shareholders will get
all their money at 6 per cent. interest.
Mr. Patterson will get over \$500,000.

RETAIL MERCHANTS
AGAINST IMPURE FOOD

Some Resolutions Passed at the
Meeting of the Ontario
Association

Hamilton, July 4.—The food stand-
ard question was discussed today at
the session of the Retail Merchants'
Association at the Hotel Windsor. The
resolution was passed calling on the
government to pass a law to protect
foods and drugs, and providing for
the punishment of people who place on
the market compounds and make the
public believe they are pure and whole-
some medicines. The government
will be asked to establish a standard
of quality for all spices, condiments,
cured or preserved meats, vegetables
and other foods and medicines sold
under proprietary or trade names.

A vigorous attack on departmental
stores was made by A. D. Farrar, of
Hamilton, and E. W. Trowers, sec-
retary of the association. They ac-
cused the big stores of publishing mis-
leading and false advertisements, and
also declared that the goods they sold
were not always what they represented
to be. Trowers also went after the
ministers who had been accused of
selling nice things, and he accused
Timothy Eaton because he had left
the sums of money to the churches.

The convention is to ask all
branches to make efforts to secure all
of the business in their respective
territories and thus put a stop to the
great order business. An educational

crusade will be started among the
farming communities. The meeting
expressed its approval of government
control of natural forces and com-
modities.

Alberta Crops Good

Calgary, July 4.—General Supt.
Jamieson's crop reports for the week
for Alberta and Western Saskatchewan
were very favorable. Fall wheat is
forty inches high. There is plenty
of rain and sunshine, and no damage
by storms. The season is more ad-
vanced than at this time last year.

Counterfeit Bills

Toronto, July 4.—Five dollar coun-
terfeit bills of the Bank of Canada
were found in circulation. They are of
Series D, signed by W. S. Bryson,
general manager, Charles D. Warren,
president. They are poor photographic
reproductions. The green on the back
of the notes is lighter and more color-
less than on the genuine note, and
the words "British America Bank Note
Co., Montreal," are much blurred.

Profitable Business

Toronto, July 4.—Justice Riddell
awards judgment in favor of Robert
Holby Davies and finds that he is en-
titled to have the 65 shares in ques-
tion offered to him at \$100 a share.
That the value of the shares in the Wm.
Davies provision business floats round
\$300 and \$400 a share, par value \$100,
and that during the past 13 years divi-
dends have been paid ranging from
15 per cent. yearly are facts presented
to the court in connection with the
questions arising out of the disposi-
tion of the estate of the late Mrs. Wm.
Davies. With a capitalization of \$150,
000, it would mean that in 1906 the
Wm. Davies Co. made a profit of
\$187,000. The capitalization in 1906
was probably smaller but the same
capitalization the profit in that year
would have been \$300,000.

(From Sunday's Daily.)

The Hudson's Bay company's stern-
wheel steamer Mount Royal, which
since she was built here five years
ago, has been the best vessel plying
the Skeena river, was totally wrecked
in Kitsilas canyon, 33 miles below
Hazelton, at 3 o'clock yesterday after-
noon when on her way down the river
to Port Essington, and six of her crew
were drowned. All the passengers were
saved.

The Mount Royal, in command of
Capt. S. B. Johnson, who has had
charge of her since she left the build-
er's yards in Victoria, sailed from
Hazelton on Friday morning. Cap-
tain Johnson has many times run the dif-
ficult waterway at the canyon, a mile
of very swift water broken into three
channels, two only of which, one on
either side of Ring Bolt Island, are
navigable. The island, which is very
small one, is practically only a rock
protruding from the water in the cen-
tre of the mile-long canyon, in which
there are reefs here and there. There
is considerable of a rise and fall be-
tween tides and J. W. Graham, gov-
ernment operator, has a tide gauge at
the canyon and reports the condition
of the water to Hazelton daily.

The Mount Royal had entered the
canyon yesterday afternoon and was
pushing down stream with full head
of steam as usual to give steerage way
when she struck against the rocks of
Ring Bolt Island. Capt. Johnson
showed great advance in his
speaking of the disaster. "I know
the place well and the difficulties of
navigating it, and I am sure that
with all the care and skill of the
best river navigator on the Pacific
coast, bar none. We are still in the
canyon, and we are in the danger of
disaster. I have tried to make the
men look to the care of the
passengers and to make every
effort to save the vessel. All of
the men look were capable and val-
ued by the company. Young
O'Keefe, who was but twenty years of
age, was a most prominent young man.
He had been in the employ of the
company for four years prior to the
going on the steamer as purser, which
position he has filled for the past two
seasons.

The steamer was valued at \$30,000
and she was insured in England
against all disasters.

WAS BUILT HERE.

Mount Royal One of the Best River
Boats Conducted Locally.

The Mount Royal which was valued
at \$30,000, was a stern paddle wheel
steamer built in this city in 1902, by
Alex. Watson, who was a partner in
the firm of Alex. Watson & Co., and
was built by his father, Alex. Watson, Sr.
She was of the type usual for river
navigation, flat bottom amidships, she
tapered away fore and aft to the
shape of the ordinary keel vessel. She
was 120 feet in length, 28 feet beam
and was constructed by Douglas fir
and cedar oak the crew's quarters
were 12 feet high and the water level
was 12 feet above the deck. The
hull only remained intact and this
lies at the bottom of the canyon. Most
of the drowned were those whose oc-
cupations caused them to remain on
the "twain decks" when the effort was
being made to save the steamer be-
fore she broke.

The passengers give great praise to
the crew and crew for the manner
in which they tried to save the vessel.

There was but one woman on board
Mrs. Johnson wife of the captain, and
with the other passengers she reached
Ring Bolt Island in safety. Chief En-
gineer Madigan of Victoria, whose son
was killed in the disaster, was in
charge of the boiler, and second en-
gineer, J. A. Good, had a remarkable
escape. Clinging to debris they were
swept from the broken wreck and
landed on the river to the eddy just
above the wharf of the Indian vil-
lage near the foot of the canyon,
about a mile from the wreck. It
was this wharf steamer moor, when en-
tering or leaving the canyon.

A number of Indians put out with
canoes to save the survivors, and En-
gineer Madigan and Good were
brought ashore.

The Indians saved what they could
from the wreck, scoured the vicinity
for some time, giving all the aid they
could.

The government operator at the
Kitsilas telegraph station saw the
wreck, and it was from him that the
first intimation of the disaster came
to Victoria. A bulletin was sent to the
Colonist and a brief dispatch to J. A.
Thomson, manager of the Hudson's
Bay Company, in this city, who sent
the brief news that the Mount Royal
had been wrecked at Ring Bolt Is-
land. The message added that a num-
ber of lives had been lost, how many
the operator could not say. Many
had been saved, for he saw a large
crowd on the island, toward which a
canyon of Indian canoes were being
paddled against the fast-running cur-
rent.

The telegram further stated that the
chief engineer, D. Madigan, had been
carried down the canyon on wreckage
and had been picked up opposite the
landing by Indians. The cause of the
disaster was not given.

No additional details were available
until 8.30 o'clock when the following
telegram signed by Captain Johnson
was received:

"Mount Royal, total wreck, bottom
canyon all passengers saved. Fol-
lowing crew lost: W. L. Lewis, first
officer; James O'Keefe, purser; Archie
Willis, steward; Bert Frayne, fireman;
J. Morishima, carpenter; Frank Amata,

STEAMER MOUNT ROYAL
LOST AND SIX DROWN

Hudson's Bay Vessel on Skeena River En-
Route from Hazelton to Essington
Strikes Shore and Goes to Pieces
—All Passengers and Most
of the Crew Saved

deck hand. Will do everything in our
power to recover bodies.

Frank Amata, steward, aged 22
years, was an Englishman by birth,
his first season in the Hud-
son's Bay company's service. He en-
tered their employ from that of the C.
P. R., having served on the Princess
Beatrice a similar capacity.

Bert Frayne, the fireman, was until
recently a resident of this city, living
at No. 3, Rock Bay road, from where
Capt. S. B. Johnson, who has had
charge of her since she left the build-
er's yards in Victoria, sailed from
Hazelton on Friday morning. Cap-
tain Johnson has many times run the dif-
ficult waterway at the canyon, a mile
of very swift water broken into three
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passengers and to make every
effort to save the vessel. All of
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ued by the company. Young
O'Keefe, who was but twenty years of
age, was a most prominent young man.
He had been in the employ of the
company for four years prior to the
going on the steamer as purser, which
position he has filled for the past two
seasons.

The steamer was valued at \$30,000
and she was insured in England
against all disasters.

WAS INSURED.

Manager of H. B. Co. Overwhelmed by
the Shock.

"I am overwhelmed by the shock,"
said Mr. Thomson, manager of the
Hudson's Bay company, who was in
the city in speaking of the disaster. "I
know the place well and the difficulties
of navigating it, and I am sure that
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best river navigator on the Pacific
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Willis, steward; Bert Frayne, fireman;
J. Morishima, carpenter; Frank Amata,

across the port channel of the river up
to the Mount Royal was steaming.
Capt. Bonar would not be beaten.
The bow of his steamer struck the
rival vessel on her starboard quarter,
pressing against her and swinging her
around as the Hazelton continued to
push the after quarter the Mount Roy-
al veered until she was broadside to
the current. Gradually the Hazelton
sided free, and the rival steamer, unable
to answer her helm was backed astern
that she might be straightened up to
the swift current again.

J. Morishima, the carpenter, was a
Japanese. He had been in the com-
pany's service for the past four years.
Frank Amata, steward, had been in
the employ of the company for the
past eight years. He was a Japanese
and had served for seven years
in the Japanese navy taking part in
the Chino-Japanese war at the battle
of Wei-hai-wei. With Morishima he
worked as a water at the Pacific
dock during the winter months.

Without warning, Capt. Bonar put
his helm hard over and the Hazelton's
bow was swung toward the gaining
sternward. At full speed the Haz-
elton was steered into the side of the
Mount Royal. It seemed as though one
of the vessels was to be crippled.

Capt. Bonar's side pilot house
window open and shook his hand at
his rival. Capt. Johnson shouted back,
"The steamer bumped with a
shock. The Hazelton's bow cut into
the housework of the Mount Royal,
and it seemed as though the Hudson's
Bay steamer must be forced to
the rocks at the river side. The
current had the steamer and was
sweeping both the vessels toward the
rocks. The Hazelton had her bow
head over the Hazelton's stern, and
the Mount Royal's stern quarter was
striking the Hazelton's bow and
swung clear at last, but not until her
head was pointed down stream, and
the freed Hazelton had gone on up the
river.

THE CREW.

Wrecked Vessel Had Complement of
Twenty-two.

The following composed the crew of
the Mount Royal: carried a crew
of twenty-two in all:
Captain, S. B. Johnson.
Second Officer, J. Madigan,
Chief Engineer, B. Madigan,
Second Engineer, D. N. Good,
Purser, James O'Keefe,
Fireman, D. Frayne and one other
unknown.

DeKhand, Six Port Simpson In-
dians.

One wood passer, two waiters, two
Japanese, two Chinese cooks and one
deckboy.

CAPT. JOHNSON.

Master in Charge of Wrecked Craft
Considered Capable Mariner.

Although a man of about 31 years
of age, Capt. Stewart B. Johnson is
considered by local shipping men, fa-
miliar with his career, to be one of
the best river navigators and swift
water masters on the Pacific coast.
He hails from Wenatchee, Oregon,
where his father is a member of the
state legislature. As a boy he be-
came a deckhand on river steamers
on the Lewis, Snake and Upper Co-
lumbia rivers and worked with the
Hudson's Bay Company, having en-
tered the service in northern waters and
knew the Skeena as well as any mar-
iner who has ever navigated that river.

The news of the disaster
reached Victoria in a brief bulletin
which stated there had been loss of
life, a Chinese coal shipping man,
was acquainted with Capt. Johnson,
said: "If he has any opportunity at
all, he'll save his passengers."

Some time afterward despatches
were received to the effect that al-
though six of the crew had lost their
lives all the passengers had been
saved.

THE VICTIMS

W. L. Lewis, the first officer of the
wrecked steamer, who was drowned,
was an Englishman by birth and held
first officer papers for deep sailing sail-
ing. This was Johnson's year with the
Hudson's Bay Company, having en-
tered their employ a year ago last spring.
Previously he had been serving on
steamers on the Yukon River. He was
regarded as a capable man and the
company placed great reliance on
him. He is brother of A. H. Lewis,
of Chemainus.

James O'Keefe, the purser of the
vessel was serving his second year on
the Mount Royal. Previously he had
served as clerk in local offices of the
Hudson's Bay Company, and was a
resident of this city, having lived with
his mother and family at 132 Fort
Street. He was twenty years of age,
and is survived by his father, a native
of Halifax, but came here with the family
nineteen years ago. For the past four
years he has been working for the
Hudson's Bay Company and was re-
garded as a most efficient employe.
He was well and favorably known in
Victoria and had a large circle of
friends. He is survived by three mis-
sions and two brothers and his widow,
mother, who is prostrated as a re-
sult of the sad news.

KEEN RIVALRY.

Mount Royal Had Trouble With the
Steamer Hazelton.

Two years ago Capt. Johnson, master
of the Mount Royal, and Capt.
Bonar, then master of the Hazelton,
Hazelton, were before Capt. Guadin,
agent of marine and fisheries, who
was appointed as commissioner to hear
an inquiry concerning charges brought
by Capt. Johnson against Capt. Bonar.
Among other things Capt. Bonar
was accused of shifting a buoy placed
to mark the river with the intention
of causing the stranding of his rival's
vessel.

Recent stories are told by travellers
of races between the Mount Royal
and the Hazelton, the latter always
proving the faster boat. Men getting
wood on board at the piles of cordwood
at intervals would be hurriedly ordered
on board as the rival steamer was seen
coming up river.

KOREAN DELEGATES

The Hague, July 6.—The members
of the Korean delegation here say they
consider it quite natural that the em-
peror of Korea should have officially
repudiated them in his interview with
the Marquis Ito, the representative of
Japan at Seoul, who questioned him
on the subject of their mission, add-
ing: "I have admitted that he in-
structed us to represent him, but the
Hague would perhaps cause his being
dethroned or even murdered."

The delegates suggest that if the
United States or a European power has
made a similar inquiry of the Korean
emperor the answer would have been
different.

They say: "To keep order and as-
sure the maintenance of peace in the
Far East the United States and Euro-
pean powers should uphold the inde-
pendence of Korea, by declaring that
country to be a neutral state."

Emigrating to Canada.

London, July 4.—During the month
of May 23,842 British emigrants sailed
for Canada.

Young Girl Shot.

New York, July 4.—While combing
her hair at the window of her room
Nimitha Grezzanti, 19 years of age, an
Italian girl, was killed today by a bul-
let through the head which the police
are convinced was fired by some one
who sought to conceal the source of
the fatal shot, in the noise of Fourth
and July fireworks. Another shot tur-
nished itself in the wall of the room
The tragedy occurred on Elizabeth
street. Several arrests have been made
of Italian living in the rear of the flat
on Mott street, which is opposite the
house where the girl was shot. Two
empty cartridges were found in the
hallway of the Mott street house. The
police have so far been unable to find
a motive for the shooting, as she was
not known to have any enemies.

ALEXANDRIA CUP WON
BY AMERICAN YACHT

Ted Geary's Boyish Creation Out-
sails Fife's Defender in the
Final Race for Trophy.

Seattle, Wn., July 6.—With a good
half mile lead the yacht Spirit design-
ed, built and captained by Ted Geary,
a twenty year old boy of this city, de-
feated the Alexandria Cup defender,
Vancover Yacht club in the interna-
tional race held on Puget Sound today.

The Spirit, a 25 foot boat, made 45
knots and forty-five seconds.

The Alexandria was specially design-
ed for light sailing in these waters by
Fife, the noted English designer who
furnished plans for Sir Thomas Lipton's
Shamrock. The creation of the youth
who has built yachts since he was
thirteen years old won from one of the
world's greatest marine draughtsmen.
The Seattle craft won one race by
three feet the other by a mile and
lost the