

LITTLE AID FOR LIFEBOAT WORK PUBLIC ATTITUDE IS ONE OF APATHY

Annual Meeting of Lifeboat and Life-saving Association is Held.

That the citizens of Victoria are almost utterly apathetic in regard to the work of the Lifeboat and Life-saving Association is the opinion expressed in the annual report of the officers of the association, submitted to the members at the annual meeting, held in the city hall last evening. The members agreed that some steps must be taken to arouse a keener interest, more sympathy and larger contributions.

The report, which was adopted, was as follows: Another year having passed away, being the third since this association was incorporated by special act of the legislature of British Columbia, your committee as its duty board are called upon to give an account of their stewardship for the 12 months ending 31st March, 1909, and in doing so regret to have to make mention of the continued and deplorable apathy and indifference on the part of the public of Victoria. An agent was appointed to interview and canvas in solicitation of subscriptions and donations towards the association's funds at the outset of his work he was met with such scant recognition that he at once abandoned it.

Does it not really appear that nothing short of "Clallan" or "Valencia" disaster with their terrible death-roll is calculated to move the citizens of Victoria. It should be borne in mind that this association is not intended to be limited in its operations to the waters adjacent to Victoria, but is signed and intended to apply to the entire coast and internal waters of British Columbia. Knowing not the day or hour when casualty at sea may arise, it is due to our common humanity to show a more humane spirit than at present prevails by some semblance of preparedness to meet emergency. What words can be used to bring an awakening to duty? Awake! Awake! are it too late to save, possibly a kind man or friend, or in short some human being from the mighty deep. The cry has gone forth that "government should provide all that is required for life saving." Governments, like Providence, should help those who are prepared to help themselves and it cannot be doubted that when the people of British Columbia put their hand into their pocket, and show their appreciation of this association's work by their donations, provincial government will supplement such financial effort many fold. Your committee are not unmindful of the good service the provincial government has already rendered, and are glad to say that there is reasonable hope for direct monetary aid in the near future.

Your committee note with much regret the disaster which has befallen the excellent motor lifeboat of the Dominion stationed at Banfield and hope it may be speedily replaced by, as is contemplated, a much superior craft. The Dominion government are to be thanked for the good work done and being done on the west coast of Vancouver Island, "the graveyard of ships," in extension of trails along the coast, improvement of lights, buoys, look-out stations, telephone, wireless telegraph and other works all with view to either prevent or render less possible aid in the event of any sea-faring casualty.

In November last an officer from the Dominion marine and fisheries department, Ottawa, when on a business mission to the Pacific coast, inspected the crew, going out with them and putting them through sundry manoeuvres, expressed himself as highly pleased with the efficiency displayed by one and all.

This crew is composed of volunteers mainly from the Young Men's Christian Association, of whom it may be said they have had a profitable second season. The knowledge gained the first year has been faithfully put in practice and this has been a year of advancement. Mr. Lawrence has been coxswain, but interest has been added by the discovery that Mr. Edward Williams, deputy coxswain found to be a thorough able seaman and experienced lifeboat man. He has kept the interest going by enlisting the men and generally assisting the coxswain in a seamanlike manner. Mr. Brace, the able secretary of the Y. M. C. A., has by his personal effort and assistance added strength to the good work. The crew have gained proficiency in rowing and are now well able to handle the lifeboat in a heavy and dangerous sea. They have mastered the art of throwing ropes and gained excellent knowledge in sailing. The discipline has been good and besides the regular crew of 13 men a half dozen spare men are also available. Mr. Marsh has been a firm friend and steady supporter of every member of the crew, and it is believed that the social evenings given by the committee of the association have assisted in no small degree in developing a necessary and proper esprit de corps.

To the Canadian Pacific railway, through the good offices of Captain J. W. Troup, most thanks are due, for that in January last this association, jointly with the Seamen's Institute, was permitted the benefit of a public inspection of the new and palatial ship the Princess Charlotte, which arrived on this coast, this making most gratifying addition to the association's funds. This was augmented by sundry willing hands, notably Mr. George Parkes, Mr. Joseph Buckley, who volunteered and rendered valuable gratuitous assistance.

Your committee have observed with much appreciation the meritorious work of Mr. Jan St. Clair, not only in aquatic tuition, but in matters of life saving and protection in the Gorge and other waters.

The question of adding power to the association's lifeboat is still in abeyance.

ance lacking public support to enable it to be carried out. This association has with woefully-stricken feeling sorrowfully to record the loss by death of two of its most valuable helpers and vice-patrons. The Honorable Sir Henri Joly de Lotbiniere, K. C. M. G. (ex-lieutenant-governor of British Columbia), and the Honorable Sir Donald Currie, K. C. M. G. Had it not been for the generous financial aid rendered by these two noble liberal-minded and sympathetic gentlemen, this association would hardly now have had an existence.

The upkeep and renovation of the lifeboat has had considerable care and attention during the year which together with providing a proper gangway to the boathouse and locker and other fittings, have told somewhat heavily upon the association's slender exchequer, and a public appeal for funds is fast becoming imperative. In conclusion—Domestic, fairest blossom that springs from the noblest heart which the heart of man knoweth, none more fragrant, is most heartily accorded to each and every member of the crew. To be enrolled in so noble a work as that of life saving speaks a nobility of mind and disposition which is beyond all human praise. Let us all then, the lifeboat and long live its noble crew.

H. D. HELMCKEN, President.
J. PEIRSON, Secretary-Treasurer.

The financial statement showed that during the year ending March 31st, 1909, the association had a balance of \$536.62, including a balance carried forward from last year of \$431.97; subscriptions \$11; interest \$10, and proceeds from the reception held on the Princess Charlotte \$33.58. Expenditures amounted to \$322.67, leaving a balance of \$243.95.

Rev. E. G. Miller said it was awful to contemplate the almost complete indifference of the public to the noble work of saving life at sea. It was disheartening to those engaged in the work and he hoped some steps would be taken to enlist sympathy for it was most important that the association's work be carried on. Mr. Miller referred in cordial terms to the services of the secretary, Joseph Peirson. Jan St. Clair spoke along similar lines.

The secretary stated that he had been led to understand by Commander Spain that the Dominion would place \$500 in the estimates last session to assist the association. This appropriation had not been made and he suggested that Hon. Wm. Templeman be waited upon when he arrives here and urged to use his influence. Mr. Peirson said it would be a great aid to the association if the Dominion government would let them have the engines from the Banfield lifeboat. He understood from Admiral Kingsmill that the government contemplated putting in a larger and finer boat to replace the wrecked boat at Banfield.

J. S. Bailey suggested lectures, illustrated by lantern views of life-saving work, as a means of creating public interest.

The new committee will meet on June 30th and will consider what can be done.

The following officers were elected: President—H. Dallas Helmcken, K. C. Vice-presidents—A. J. C. Galletty, Rev. E. G. Miller, A. E. McPhillips, K. C., Mayor Hall and Paul Beyrout, K. C., all re-elected.

Treasurer—Joseph Peirson, re-elected. Committee—J. S. Bailey, W. H. Spurr, Capt. J. T. Walbran, A. W. Bridgman, A. S. Margison, H. Harris, E. J. Lawrie, A. J. Brace, H. C. Marsh, J. Maynard, Jan St. Clair, Edward Williams.

ACCUSED OF KILLING FELLOW COUNTRYMAN

Japanese From North Must Stand Trial at Assizes.

Vancouver, June 16. — A Japanese named T. Yoshikawa, was brought down last night on the Camosun by Constable Leek from Prince Rupert. He is charged with the murder of a compatriot at the Carleton cannery, near Port Essington. It appears that a quarrel between the two Japanese took place in the bunk house at the cannery, and it is alleged that Yoshikawa called the other outside and stabbed him, slaying the whole party. The unfortunate fellow, still living, was pushed into the water, whence his cries attracted the notice of others, who pulled him out but were unable to save his life. Yoshikawa was arrested and as a result of the preliminary trial has been brought down here for the assizes.

FREE IMPORTATIONS FROM PHILIPPINES

Finance Committee Amend- ment Adopted by United States Senate.

Washington, D. C., June 16.—Defeating various amendments aimed against the free importation of tobacco and sugar from the Philippines, the senate yesterday adopted committee amendments which will permit the free importation of 300,000 pounds of sugar, 1,000,000 pounds of tobacco and 70,000 cigars annually from the islands.

The Fletcher amendment which provided that the present Philippine tariff be retained and that the free importation of sugar and tobacco be prevented, was defeated by a vote of 26 to 43. Senator Gore's amendment limiting the free importation of sugar from the Philippines to two years, was also lost. The vote on the Gore amendment was 27 to 42.

Dick's amendment omitting all reference to tobacco and cigars in the Philippine paragraph, was defeated 42 to 46. An amendment introduced by Stone of Missouri, providing that all manufactures of zinc be put upon the free list, was defeated by a vote of 30 to 16.

ABUNDANT SUPPLY OF ORE AND FUEL

President of Pennsylvania Rail- way on Future of This Province.

James McCrea, president of the Pennsylvania railway system, speaks optimistically regarding the future of British Columbia. When he was in Vancouver, Mr. McCrea was interviewed by a World representative and said that he always enjoyed his visits to the northwest coast, just to see what the western roads were doing with the Asiatic trade. The amount of products originating in the Pennsylvania steel territory that goes through these Pacific ports is rapidly increasing and they find it necessary to see to their connections so that no dispute can arise as to rates and agreements.

"It would be unwise of me to attempt to say too much of British Columbia for the reason that the extent of its resources are practically unknown," said President McCrea. "Everybody believes they are almost limitless and we in Pennsylvania have come to believe that this is one of the sections of the world that will astonish us by its richness and wealth, once it is properly under-way."

Speaking of the business conditions back east, Mr. McCrea said: "They are improving very rapidly, but have not quite reached the height to which they had attained before the financial difficulties of a year or more ago. If the crops are good, the steel business will be good, and everything in our country depends on that, and coal. If the deposits of iron and coal in this province are anything like our own, then this is the country of the future."

Mr. McCrea said that the statements of publicists that the steel industry would most likely lose its centre in Pittsburgh and move to the foot of the Great Lakes, seemed possible enough, but it will take a long time. The new town of Gary, Indiana, built by the Steel Trust, is a better distributing centre for the manufactured products and it is cheaper to make steel there than at Pittsburgh, but the latter place will always figure in the steel-making business so long as she has control of the coal and coke supply. Mr. McCrea said he thought it would be a long time before the steel industry made here in any appreciable quantity, but there is no doubt that both the ore and the fuel are here in abundance.

IMPROVING CANADIAN NORTHERN RAILWAY

Hundreds of Men at Work Be- tween Port Arthur and Fort Francis.

In an interview in a Rainy, River paper Superintendent Cameron, of the C. N. R., states: "All along the line between Port Arthur and Fort Frances work trains and steam shovels are busy. Three work trains are working in the ballast work from our camp, 22 miles west of Port Arthur, in both an easterly and westerly direction. On the Atkinson section east of Port Frances, ballast is being distributed. More more trains being engaged in this work. A new steam shovel, now employed on the Atkinson section and another new machine will be going to work on the same section shortly. Still another work train service will be put on at Mataville, where the new line will be brought about twenty miles west of Port Arthur, in both an easterly and westerly direction. On the Atkinson section east of Port Frances, ballast is being distributed. More more trains being engaged in this work. 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