

RAISING OF THE COQUITLAM DAM

CASE IS NOW BEFORE THE GOVERNMENT

Hearing Was Long Drawn Out and Much Evidence Was Heard.

After dragging on for some months the hearing by the cabinet of the Vancouver Power Company's application for permission to increase the height of its dam at Coquitlam lake to sixty feet, thus increasing the storage capacity of the lake, was completed yesterday afternoon. The matter will be taken into consideration and a decision announced by the government as quickly as possible. While it is, of course, impossible to say in advance what that decision will be, it is not unlikely that the company will get the permission asked for but that conditions protecting New Westminster and Coquitlam will be attached.

When the hearing was resumed in the afternoon J. R. Grant, solicitor for Coquitlam municipality, cross-examined Geo. S. Binkley, C.E., one of the company's engineers, as to the position of the spillway and the depth of the river. Mr. Binkley said the location of the spillway had not been decided upon. It would either be upon a rock bottom or a solid bottom would be supplied. Two test-holes had been drilled in the bank of the river to test the river bed, a distance of 45 feet or so. There was rock in place on the north side of the river, and there was evidence that the same condition existed on the south side, but how near the river he could not say. Mr. Binkley said a rock foundation would not be as suitable for the dam as the clay foundation, which was being taken, as the clay of which the dam would be composed would not bond as well with rock as with a similar clay.

The amount of land which would be submerged by raising the level would be about 400 acres. There would be no swampy places at low water, he said, as the ground was all rising and drained naturally.

F. J. Couthard, one of the New Westminster citizens' committee, asked if it would be possible to run the city's intake pipe further into the lake, and was informed by A. McL. Hawke, C.E., that it could be and that that would be a wise precaution to take.

Ex-Rector Dalph Booth, Coquitlam, spoke of the north side of the lake, though he premised that he had not been there for fifteen years. He was there then in November and it seemed to him there must be some five hundred acres which were under water.

Mr. Bodwell said the government might either state what steps the company must take to place an obligation on it to keep New Westminster's water pure. It was clear from what Mr. Booth had said that the submerging of several hundred acres had not affected the purity of the water supply, and it could not be supposed that the flooding of a couple of hundred acres more was going to make any difference. As a matter of fact there would be no change whatever in Westminster's water supply, except for the better.

Mr. Bodwell pressed upon the government the view that what should be done was to impose an obligation on the company, an obligation to the government to keep the water supply pure. If this was adopted then there should be a series of tests of the water begun forthwith and kept up before and after the company's works were carried out, so that there would be data to go by in judging whether the works had affected the water supply injuriously.

T. P. Hughes, analyst in the laboratory of the Hospital for the Insane at New Westminster, was asked by the premier to read a report he had prepared for Dr. Doherty in view of the building of the new hospital for the insane at Coquitlam. In his opinion the raising of the level of the lake would not affect the condition of the

water, nor would decaying vegetable matter make it harmful.

Mr. Grant declared that if the dam went out no one would recover a cent, as the company's capital was bonds, except for \$1,000.

W. G. E. McQuarrie, city solicitor for New Westminster, pointed out before the evidence closed that part of the land conveyed to the city by the Dominion government for the purpose of protecting its reservoir supply would be flooded and thus lost to the city.

IMPERIAL SCOTS.

A Grand Concert is Promised for Next Friday Night.

The Imperial Scots Concert Company will be at the Victoria theatre on Friday night. J. M. Hamilton, Scotland's greatest tenor; Fred Barclay, Scottish comedian; Ruby Sheath Grant, prima donna; with Annie McKay, accompanist, make up the company.

The Montreal Star, referring to the concert given by the company, says: "There was a regular 'tearin' o' the tartan' last night in the Auditorium hall, when the Sons of Scotland and their friends foregathered to listen to the splendid programme of Scotch music arranged by the society under the patronage of His Excellency, the Governor-General. A galaxy of health-er-brud artists had been got together for the occasion, including J. M. Hamilton, the famous Scotch tenor; Miss Ruby Sheath Grant, the well-known prima; and Fred Barclay, the nearest approach to Harry Lauder on the stage to-day, comprising the Imperial Scots Concert Company, direct from Scotland. The hit of the evening was Mr. Hamilton's rendering of 'A Wee Sprig o' Heather.' When he finished the last note every member of the audience seemed to scream 'Hooch,' in the manner of the native Caledonian, and the singer was called back again and again. His 'Afton Water' was also the best rendition ever heard in Montreal. Miss Grant made a hit with 'The Maple Leaf Forever,' while Mr. Barclay sang several songs, of which the one which did the most to bring down the house was Harry Lauder's 'Lass o' Killiecrankie.'

NOTICE TO MARINERS

The following notices to mariners have been issued by the department of marine and fisheries:

The lights maintained to mark the swing of the railway bridge across the Fraser river at New Westminster, as detailed in notice to mariners No. 112 (289) of 1904, will, without further notice, be altered so as to conform to the system adopted for marking railway swings throughout Canada. The new arrangement is as follows: A white light is shown at each end of the swing protection, and a white light on each side of the navigable channel. One draw bridge is shown by a lantern showing a red light up and down the channel when the passage is closed, and green when the swing is open.

The signal to be given by a steamer to have the draw opened is three long blasts of the whistle.

Mud Bay.

Bridges containing draw spans have been constructed by the Great Northern and Nicomekl rivers, in the district of New Westminster, British Columbia.

The opening for boats is marked at night by a white light on each side of the navigable channel, and the draw is surmounted by a lantern showing a red light up and down the channel when the passage is closed, and green when the swing is open.

The beacon on Shark spit, Mary Island, having disappeared, the shoal was marked by a steel conical buoy, painted red, moored close off the end of the spit in 3 1/2 fathoms, lat. N., 50 deg. 5 min. 31 sec.; long. W., 125 deg. 3 min. 45 sec.

The width of the navigable channel between the buoy and Channel rock is approximately 240 feet.

Lewis Rock.

Mariners are cautioned that the light on Lewis Rock, Baynes Channel, is out and will remain so until the necessary repairs are made. The light will be again shown in a few days.

MISSION CHURCH BURNED AT RIVERS INLET

Steamer St. Denis, Arriving Tuesday, Brought News From North.

Steamer St. Denis arrived in port on Tuesday from northern British Columbia ports, bringing a number of passengers both for Victoria and Vancouver. Among the passengers here were Messrs. Dunn and Lyons, merchants, of Hartley Bay, and Mr. Cook, a store keeper from Alert Bay.

The steamer brought down 2,000 cases of iron and 100 cases of clams from Hartley Bay, as well as a few small consignments of mixed goods.

Word was brought of the burning of the mission church at Rivers Inlet. The fire broke out on Sunday afternoon and the building could not be done to check the flames the whole building was consumed. This mission was in charge of Rev. R. W. Large, M. D., the medical missionary at Bella Bella, a low preacher supplying during his absence. It was built by Mr. McTavish, the owner of the sawmill and cannery, and was open for the use of any denomination.

WIRELESS ON ALLAN LINERS.

The Marconi wireless telegraph instruments on the Allan Line steamships Victorian and Virginian are as to be repaired with long-distance apparatus. These steamers will therefore be in touch with news centres on either side of the Atlantic from the time of leaving one side until their arrival at the other. Daily dispatches of notable public events will be published on board. Passengers will also be able to communicate at any time, even from mid-ocean, with their friends at home.

New York, April 1.—Arrived steamer Koenigslut from Naples.

WESTMINSTER HAS PURE WATER

AND DESIRES TO KEEP IT UNCONTAMINATED

Objections to Raising of Coquitlam Dam Are Being Heard by Cabinet.

The hearing of the application of the Vancouver Power Company's application for permission to raise the dam at Coquitlam lake to a height of sixty feet, which has been before the provincial cabinet several times, is again occupying the attention of the executive to-day.

Opposition to the application comes from two sources. The city of New Westminster, which draws a supply of water, available for its purity from the lake, is protesting against the company's plans for the reason that by raising the level of the lake a large area of land will be flooded, and unless steps are taken to thoroughly clear the first, there is danger of contamination of the water by vegetable matter. The farmers of Coquitlam municipality, some of whom are old-timers, fear that the dam means a loss of their land with such a terrible pressure behind it, and that one thousand people will be swept away.

There is practically the same gathering of interested parties present this morning. Coquitlam is represented by ex-Reeve Ralph Booth, Matthew Marshall, W. R. Austin, F. E. R. Brache and J. R. Grant, solicitor. From New Westminster, there are Aldermen Adams, Gray and Harley; city solicitor, W. G. E. McQuarrie; city counsel, W. J. Whiteside; John A. Lee, T. Coult, hard and J. Bryson, of the citizens' committee, and F. Powell, C. E. The company is represented by E. H. Sperling, general manager of the B. C. Electric Railway Co.; F. R. Glover, G. S. Brinckley, C. E., A. McL. Hawke, C. E., and E. V. Bodwell, K.C.

The ministers present were Premier McBride, Hon. W. J. Bowser, Hon. Dr. Young, Hon. F. L. Carter-Cotton, president of the council, who was in the chair; Hon. F. J. Fulton, Hon. Thomas Taylor.

Mr. Cotton asked the objectors to continue from the point where they left off a fortnight ago, when an adjournment was made to allow Willis Chipman, C. E., to make an examination of the scene on behalf of New Westminster.

A report from Mr. Chipman was read, in which he dwelt on the danger of contamination of the water supply. The dam he considered likely to be a source of danger, in view of the nature of the site.

Mr. Bodwell said Mr. Chipman had not received sufficient data on which to base an opinion as to the safety of the dam.

Premier McBride asked if the danger would not be removed if the vegetable matter was removed and the place cleaned up.

Mr. McQuarrie thought this would be all right.

A letter was submitted from Provincial Analyst Carmichael in which that official stated that vegetable matter was unquestionably a source of danger. Filtration could not make the water good. The present supply of water from Coquitlam lake was practically perfectly pure.

Mr. McQuarrie said that no man would think of buying a farm in that vicinity because of the fear that the land would be flooded if this dam was raised. Even if there was no ground for the fear, the fear was there and this was the same old story of the near future and sold. Probably the fees will bring part of it on the next trip.

DEEPENING OF INNER HARBOR

TWENTY-FOOT WAY NOW TO REPAIR YARDS

Dredging is Being Steadily Carried Out by Mud-lark.

Large vessels are now able to reach the upper end of the inner harbor as far as the Machinery Depot's yards, or Turpin's ways, a feat which only a short time ago could not have been accomplished. This has been made possible through the splendid work done by the Dominion government dredge Mud Lark which for three months past has been actively engaged in removing the bank which formerly extended right across the harbor from the Indian reserve.

Previous to that time there was a narrow passage along the front of the wharves twelve feet deep at low water and the channel was twenty feet deep at low water, and at present is 200 feet in width. The work is still going on and two months more will be necessary to complete the removal of the bar so that the passage will be easy for any vessels.

Besides, Engineer Keefer has complete plans of the improvements to be made to the upper harbor, which include the dredging of the whole to a depth of twenty feet at present with an extra five feet to be taken out later. This indicates that the government is fully alive to the needs of the port and will, as the demand increases, have every facility for the increase of the shipping business here.

The work of Captain Brown on the Mud Lark is in addition to that done by the Ajax in other parts of the harbor, and the rock blasting which has been constantly going on in the entrance to the harbor, thereby deepening the channel so that ultimately the largest steamers will be able to navigate the innermost portions.

SPOKEN BY WIRELESS.

Japanese Cruisers on Way Across Pacific.

The Honolulu wireless station has announced that it has established communication with the Japanese cruisers Aso and Soyo of the training squadron, dispatched by the Japanese government to the Pacific coast. The squadron is due to arrive at Honolulu Thursday morning.

The Aso was formerly the Russian armored cruiser Bayan, sunk by the Japanese during the recent war, and the Soyo the Russian protected cruiser Variaz, which suffered a similar fate. The ships were refitted by the Japanese at the eastern end of the island, and being overhauled and refitted were added to the Japanese navy.

The cruisers will visit this port before leaving the American coast.

ZEPPELIN HAS PERILOUS TRIP

(Continued from page 1.)

presence of the Prince Regent and the garrison of Munich, but owing to a small and increasing wind the manoeuvre was impossible.

The attempt was made over the parade ground outside the city, but as soon as it was seen to be impossible the ship lifted again into the air. The Count then tried to return to Munich, but by this time the wind was so strong that he could make no headway against it, and it was noticed that the airship was being driven sideways down the country.

When the seriousness of the situation was realized the troops were ordered to follow the airship and be prepared to render any assistance possible. The Count endeavored to overcome the resistance of the wind by rising to a greater altitude, but this manoeuvre apparently was not successful for the balloon was driven rapidly from the sight of the people in Munich in a northeasterly direction.

At a quarter past eleven, two hours after its first appearance here, the ship was over Freysing. The airship is manned by Count Zeppelin, Major Sheng, several officers of the engineering corps, and a crew of soldiers from the balloon battalion of the German army.

Erlding, April 1.—The Zeppelin airship driven before a storm, that is increasing in violence, passed swiftly over this town at 11.45. The ship apparently was trying to face the gale. It disappeared in the direction of Landshut.

Landshut, April 1.—The Zeppelin airship flew over Landshut at 12.10, going to the northeast. It disappeared quickly in a snowstorm that has arisen suddenly. It is understood that there are 18 or 20 officers and men on board. The Count has dropped out a note addressed to the commanding officer of the three squadrons of cavalry that are following his route. This message reads:

"Beloved comrades: Many thanks, please remain in the neighborhood until the wind falls, and I can return to Munich."

Landshut is forty miles east of Munich. The next large town in the direction of the flight is Straubing, 35 miles from Landshut. The Austrian frontier, marked by a range of mountains called the Boemherwald, is miles beyond Straubing.

License Inspector Handley, under instructions from the board of license commissioners, has served notices on saloonkeepers that the regulations in regard to serving drunken persons with liquor must be strictly observed. Licensees are warned that conviction under the section involves the loss of the license as well as a fine.

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CAPE SCOTT SETTLERS

MOVE TO QUATSINO

Post Office Has Been Transferred by Inspector Fletcher.

The last of the Cape Scott settlers sent their effects to Quatsino on the steamer Amur and Post Office Inspector Fletcher transferred the post office from the bleak spot to the west arm of Quatsino sound. Three or four of the men remained behind with a team of oxen and these will go over the trail as the steamer has discontinued going that far. The new site of the new settlement is rich in timber and the soil is deep and well suited to agriculture so that the prospects of the Scandinavian colony are brighter than they have ever before been.

The Amur, which arrived on Tuesday, brought down a number of passengers. E. H. Fletcher, post office inspector, made the round trip, inspecting the offices while the steamer was loading and discharging. Other passengers were: Mr. and Mrs. Evanson, from Quatsino; Mrs. Beers; Peter Clurup, from Cape Scott; Mrs. Jackson, from Quatsino; Mr. French, traveler for the Hudson Bay Co., who was as far north as Kyquoot; Amos Ellis, a store keeper from Kyquoot; C. Jacobson, from Quatsino; P. Gallagher and W. Poole, from Nootka; W. Rhodes, from Clayoquot; J. Henze, from Alberni; Captain DeLucas, L. Dow and Chas. McCarty, from Banfield; Mrs. Prescott, Miss Davey, Messrs. O'Hanley and Allan, and H. C. Rayson, from Alberni, the latter being the government agent at that point; J. Goodenough, assistant superintendent of the Pacific cable station at Banfield; D. Williams, a sailor from San Juan, and Messrs. Riley and Maloney, timber cutters from the same place.

STEAMER HORNELEN

DISCHARGING NITRE

Norwegian Vessel Brings Large Cargo From Chilean Coast.

(From Wednesday's Daily.)

Steaming with a strong south-easter all the way up the coast from Eureka, the Hornelen entered the straits early yesterday evening and anchored in the roads last night. This morning she commenced discharging 800 tons of nitre which she brought from Chili.

The Hornelen brought over 5,000 tons of nitre from the Chile coast. Of this 3,500 was discharged at San Francisco, 500 tons at San Pedro, and she has 500 tons for the powder works at Departure Bay, for which point she will leave tomorrow. From there she will go to Tacoma to discharge 800 tons of copper ore at the smelter.

The steamer was expected here some days ago, but she went into Eureka on the way north to load 1,800 tons which she will take to the west coast of South America. When she has discharged her cargo she will coal at Comox and then load lumber at different points on Puget Sound. The vessel has been rechartered by W. R. Grace & Co. for eight months, commencing from the end of this trip. She will ply between these water and South

America. The steamer sailed from Eureka the week was left behind, the officers and crew have been at the tender mercies of the steward and cabin boy in matters pertaining to the cuisine. The cook will remain at Tacoma, when the vessel reaches that point.

Capt. Nilson is an old-timer in these waters. He plied in and out of this port over twenty years ago, and wishes that in those early days he had settled down here. He says the change in the city in that time has been wonderful.

WRECK OF R. D. INMAN.

Master Thought It His Duty to Risk Vessel.

The federal inspectors of hulls and boilers at San Francisco have heard testimony in the investigation of the loss of the lumber steamer R. D. Inman, which struck on the rocks off the Marin county coast a few days ago. Capt. C. J. Lancaster, master of the Inman, related his story previously told, stating that although he knew the vessel was heading on shore and with the wind behind him, he believed it to be his duty to go to the rescue of what he thought was a burning vessel, but which proved to be a brush fire ashore. When the captain discovered his mistake he was behind a reef and was unable to extricate his ship.

Other members of the Inman's crew testified and the inspectors took the case under advisement.

The funeral of the late Thomas Wood took place Tuesday afternoon at 2:30 o'clock from the family residence, Caladonia avenue, and later at St. Barnabas church, where services were conducted by Rev. E. G. Miller. The hymn, "Nearer My God to Thee," was sung. The attendance was very large and many beautiful floral offerings were sent. Bro. P. A. McLean, chaplain of No. 1 Lodge, I. O. O. F., assisted by Bro. W. J. Gower, noble grand of the same lodge, conducted the services at the graveside. The members of the lodge attended in a body. The following acted as pallbearers: C. Hayward, T. W. Brayshaw, F. Davey, H. Siddall, R. Lettice and W. H. Huxtable.

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press Hills, Alberta, and have apparent. A few words are use of the reserves

illustrated with a copies may be obtain-H. Campbell, super-ry, Ottawa, Ont.

OKES
POLICE STATION

ebb Has Busy
Business in
Court.

Today's Daily.) this ker got busy a bundle of notes wanted at once at on the desks of in various houses in a Webb, who was in this morning between 9 and 10 telephone calls from city, inquiring what that would call them. Between the telephone visits of paper with it called on Con- were nervous, of- The first two or discovering the fact I arrived, and were any enlightenment As they commenced numbers the con- the conclusion that n busy and referred e calendar. Many that would itself in ce station. Between visitors on the same appearance in front station before noon

of police clerk L. J. confined to his room ama, Q. D. H. War- clerk's desk in the morning. to drunks of the hom paid the fine was remanded until pleaded not guilty.

LOCALS.

Today's Daily.) received in this city ath of A. S. Emery ster, deceased was own resident of this widow, who resides . The remains will city this evening.

uild of the Metro- church will hold a w afternoon at 8 outh League room. A full attendance is ness of importance

quarterly meeting of ral Association will evening next, the committee rooms, at, at 8 p. m. All eated to be present ill include the nom- of the ensuing year.

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received by officials No. 17, K. of P., ath of P. A. Phillips on Saturday from Deceased was one of e city, having estab- r factory at the foot the early days. He th at the time of the e is survived by a rents, who reside in

stedvadores at Van- seem likely to prove to the accounts re- en are not organized of their intention to nce. Yesterday they lams, asking for 40 eak and 45 centals are all being sometimes the work- has been the curs- Association have rt the Stevedoring

the salt water high- Government street gorously. This work- by block and the ck between Johnson is almost ready for pipes. The main is west side of the e feet from the side- blocks have been p for just width en- the joints being prop- will be relaid after the filling of the

in the body of David mitted suicide yes- drowning in Beacon being held this after- court before the . The jury is com- atthews, George Fin- Frederick Johnston, ven been subpoenaed vidence are: Harry t night clerk at the W. Smith, Robert Skinner.

ns for March dated the police court in for safe keeping persons were sent to classified list is as 50; malicious injury vious bodily harm, ty-by-laws, 44; as- 6; Game Act, 1; vag- port of family, 1; ting police, 1; break- 4; fraud, 1; infrac- revenue tax act, 1; assault, 1. The ar- and summons cases