



VICTORIA, B. C., FRIDAY, APRIL 3, 1903.

VOL. 34.

NO. 17.

RAILWAY CLERK DESERTED WORK

MUST PAY COSTS OF CASE IN COURT

The Canadian Northern Road—President Mackenzie's Visit to Quebec and Halifax.

London, Ont., March 30.—A special train from Toronto to Windsor station, over the C. P. R., Saturday, made the run of 228 miles in four hours and three minutes, or an average of 57 miles an hour, the fastest time on record between those two points. In sections the train attained a speed of 72 miles an hour.

Winnipeg, March 30.—After hearing further evidence in the case of William F. Grundy, one of the striking C. P. R. freight clerks, at the court this morning, Magistrate Baker found the defendant guilty of unlawfully deserting his employment, and sentenced him to pay the costs of the court.

A charge against Mrs. Mary Ada de Geris, of Oak Point, of attempting to poison her husband, Francis de Geris, heard before Magistrate Wilson at St. Lawrence, has been dismissed.

Escaped in Night Clothes. St. Hyacinthe, Que., March 30.—The brotherhood's nocturnal, located in this city, was destroyed by fire this morning. The fire, which is supposed to have originated from an overheated furnace, was not discovered until it had obtained considerable headway. All the inmates were sleeping at the time, and were awakened by the smoke. They were compelled to use the fire escapes to save themselves, and to leave in their night clothes. The building was completed recently, and was valued at \$15,000. It was insured for \$20,000.

Transportation. Montreal, March 30.—Speaking at the Laurier Club tonight, Hon. Raymond Prefontaine announced that the transportation commission to be appointed by the government would consist of Sir W. Van Horne, George Bertram, of Toronto, and Herbert Kennedy, of Quebec. J. N. Parnett, of Montreal, and Mr. Bell, of Ontario, would be secretaries.

The Canadian Northern. Toronto, March 30.—President William Mackenzie, of the Canadian Northern railway, has gone to Montreal, Quebec and Halifax. During the trip Mr. Mackenzie will complete plans for the absorption of several Nova Scotian and New Brunswick roads as part of the Mackenzie & Mann transcontinental road. He will also approve of plans for connecting these Eastern railways at Quebec with the Great Northern, and complete arrangements for an interchange of freight and passenger traffic with the Dominion Atlantic line.

Debate Adjourned. It was decided at today's session of the legislature, in response to a request from Mr. Wainman, that the debate on the speech from the throne stand over until after the investigation into the Gamey charges.

The Commission. Hon. Mr. Ross announced to-day that the commission to Chancellor Boyd and Chief Justice Falconbridge to investigate the Gamey charges had received the signature of Sir Oliver Mowat. The commission will meet this week to make arrangements, but no evidence will be heard until next week.

Station Wrecked. Toronto Junction, March 30.—The G. T. R. station was discovered on fire about 11 o'clock to-night. The east end, in which are operating instruments, office records, etc., was badly wrecked. The building was of wood and of little value.

Pressing Their Demands. Moncton, N. B., March 31.—Two committees representing the conductors and train employees of the Intercolonial, are here pressing their demands on the management for an increase in wages. The matter will probably be laid before the minister of railways.

Want the Land. Montreal, March 31.—The C. P. R. sent a petition to the city council asking that the city cede to the company all the streets between Notre Dame street and the river from Place Viger station to the jail, a distance of about a mile, as they intend to appropriate the land. It is understood that the railway company already has options on most of this property.

Copper Refinery. Within the next three months a plant will be established either in Montreal or Shawinigan for the conversion of crude black copper into refined copper. To be followed by the establishment of extensive works for the manufacture of the free copper into sheets and tubes, J. B. Hardman has just received a communication from C. K. Milbourne, the

THE BOUNDARIES OF NEW CONSTITUENCIES

COMMITTEE OF HOUSE TO DIVIDE COUNTIES

Greeting From Hon. Clifford Sifton by Wireless Telegraphy—Sir Oliver Mowat's Condition.

Ottawa, March 31.—The Redistribution Bill, which will be presented to parliament to-day, will contain a provision to refer the dividing up of counties into constituencies to a special committee of parliament. In a county where two or three members will be returned the question as to the political boundaries within this constituency will be referred to this committee. This will greatly facilitate the passing of the bill, and will do much to remove opposition which might otherwise arise. In the bill of 1908, which was defeated by the Senate, there was a proposition to give this work to a commission of judges. A special committee of the House will do the work instead.

The Bill. In the House to-day Sir Wilfrid Laurier introduced the redistribution bill. He said that the House of Commons under the new act would consist of 214 members, of these 96 shall be elected for Ontario, 65 for Quebec, 18 for Nova Scotia, 13 for New Brunswick, 10 for Manitoba, 7 for British Columbia, 4 for Prince Edward Island, 10 for the Northwest Territories and 1 for the Yukon. Sir Wilfrid went on to show that a strong effort was made in the Maritime Provinces against any reduction, but that was out of the question, as law and constitution was against it.

Home Rule Resolution. Mr. Cosigan in the House to-day moved his home rule resolution.

Seeks Extension of Times. A Morrison introduced a bill yesterday respecting the British Columbia Southern railway. This is for an extension of time.

Sir Oliver Mowat. Mr. Maclean, East York, in the House yesterday again brought up the subject that a successor should be appointed to Sir Oliver Mowat as lieutenant-governor of Ontario. Sir Wilfrid Laurier replied that he had a letter from Sir Oliver stating that he was well able to discharge his duties, although incapacitated from prosecuting the legislature because he could not leave his room.

For Increased Pay. The letters carriers waited on the postmaster-general yesterday and put in their memorial for increased pay. Sir William promised to consider.

No Arrangement. Hon. A. G. Blair in the House yesterday said that no arrangement of any kind had yet been reached with the Grand Trunk railway as to a transcontinental line.

By Wireless System. A private cable was received in the city yesterday from Hon. Clifford Sifton, minister of the interior and British agent for the Alaska boundary commission, who, with his staff, is on board the Kron Prinz Wilhelm which sailed from New York on Tuesday last. Mr. Sifton's message was sent by the Marconi system from the Kron Prinz when sixty miles off the coast of Cornwall. Lizard is the cable station, the cable reading: Lizard, March 30.—Greeting through Marconi, sixty miles from Lizard. All well. (Signed) Sifton.

There are on board the Kron Prinz besides Mr. Sifton, F. C. Wade, K. C., assistant counsel; P. W. King, Dominion astrologer; A. P. Collier, the minister's private secretary; and Joseph H. Pope, under secretary of state.

MILLS REMAIN CLOSED. Streets of Lowell Presented a Deserted Appearance on First Day of Strike.

Lowell, Mass., March 30.—For the first time in many years on a working day, the bells on the great cotton mills in this city were silent this morning, and the streets, usually marked by the hurrying and bustling of thousands of operatives on their way to work, were almost deserted. Although the shut-down of the seven plants affected by the strike order of the textile council, which was passed to enforce a demand for a ten per cent. increase in wages, was issued on Saturday, its full effect was not apparent until to-day. So far absolute quiet has prevailed in the section occupied by the factories. No demonstration of any sort occurred.

DOUBLE TRAGEDY. Denver, March 30.—A special to the Republican, from Durango, Colo., says news was received to-day of a double tragedy on Sunday at Bayfield, Colo. Twenty miles from Durango, E. H. Patterson, a ranchman, visited his divorced wife to see his 5-year-old daughter, and while the child was sitting in his lap, drew a pistol and shot her through the heart and then killed himself.

THEY WILL RESUME WORK IMMEDIATELY

MICHEL AND MORRISSEY MEN SIGN AGREEMENT

Coal Creek Miners Likely to Fall in Line With Others After Holding Meeting.

Perth, March 31.—The miners of Michel and Morrissey have signed a three years' agreement with the coal company, and will go back to work at once. The Coal Creek miners are still out. The coal company have posted a notice that work will commence at Coal Creek collieries on April 1st, and all who desire work are requested to present themselves at the superintendent's office. The Coal Creek miners are in session now at a special meeting, and it is likely they will decide to go to work. It is probable that if they do not they will lose their charter and good standing in the Western Federation of Miners.

Challenger's First Trial Spin To-Day—Experts Pleased With Performance of Shamrock III.

Goose, March 31.—The yachts Shamrock III and Shamrock I went for a spin this morning. Shamrock and a light steady breeze had succeeded the wild weather of the past week, and no time was lost in getting the boats away. The breeze was light and the cup challenger's working topsail was accordingly set. Shamrock I. followed suit.

The challenger was the first to leave their moorings and looked the picture of a racer, and she headed off shore. Out in Goose bay the wind was so light that the motion was more drifting than sailing. Shamrock III, slipped through the water without leaving a ripple, and carrying her head well up. The first time the challenger broke track it was apparent that by shortening her fin, Designer Fife had produced a boat which was fast on her heel, even compared with cup racers. She carried her way right through turning, and was off on her new course while the older boats would have been uncertain at it, thus showing herself free of the greatest weakness of Shamrock II.

There was no attempt at a set race. Shamrock I. went off over a mile ahead, and then the sheets were trimmed on both boats and a course was laid down channel. The two yachts were close hauled while crossing the mouths of Holy Loch and Loch Lomond, and the wind was equally uncertain. They both sailed faster as they got a better breeze, and the challenger showed herself to be a little tender in squalls, but she sailed with her keel just clear of the water. She travelled fast and closed steadily upon Shamrock I. Under the mountainous Cowal peninsula the land breeze came true and fairly fresh, and the yachts were ranging down the channel on what looked like real racing tests, in which Shamrock III's greater speed was demonstrated. Sailing in the same water and no better served by the wind, the challenger pulled on it, her rival like hauling in a rope as the boats fetched down channel, until off Wemyss bay Shamrock III, lay better to the wind and sailed faster.

During the eight miles she had closed on Shamrock I. by fully a mile, and at the same time had edged quite a quarter of a mile further to windward.

Experts consider this performance alone sufficient to stamp Shamrock III, as being, under the conditions prevailing to-day, by far the fastest racer built on this side of the Atlantic to compete for the America cup.

The wind fell off early in the afternoon, Shamrock I. then was nearer holding the challenger than on any other point sailing. Shamrock III, however, still proved the better boat and gained a little. The yachts then squared away and ran across the Firth for the Cumbrae shore with little difference in their relative positions.

Off Cumbrae, by arrangement, the boats came together and started afresh on a long turn to windward and towards Rothesay. This was considered a crucial test, and it would have been more satisfactory if there had been more wind. But as it was Shamrock III, behaved excellently, going faster and always holding the better wind than the older boat. After the conclusion of the windward work a turn was made south, Shamrock I. was again allowed to go ahead half a dozen lengths, after which the challenger started in pursuit. On a five-mile reach the latter gained a lead of one-quarter of a mile. Off Cloch point the challenger dropped her stay sail, thus finishing the trial.

LEGISLATORS DELAYED. Smith Curtis and E. Smith Will Not Be Present at Opening of House.

Nelson, March 31.—The first passengers since Friday arrived to-night over the Crow's Nest railway, and slides blocking the line. About 11:00 a day is being taken out in nuggets on Jack Wade creek. Some of the nuggets run as high as \$400 to \$500.

FLOODS IN THE SOUTH.

Break in One of the Levees—City Is Inundated.

New Orleans, La., March 30.—Discouraging news came to-day from the scene in the break in the levee at Metairie. During the early morning more of the cribbing was swept away by the terrific current that is running through the gap, and the ends are rapidly crumbling away. Lumber is arriving in abundance, but the crevasse apparently is beyond control. The land for miles around is a vast sheet of water, and the tracks of the Texas Pacific are now covered, while the Southern Pacific is in danger from back water.

City Flooded. Greenville, Miss., March 30.—The water is now stationary and covers nearly all the city. Many negroes refugees are arriving, and there is some difficulty in providing for their immediate wants, but there has been no real suffering. Relief boats continue to scour the overflowed district south of here, and are picking up all persons who desire to leave their homes.

Convict Farm in Danger. New Orleans, La., March 31.—A dispatch received here says that the main levee protecting the state convict farm near Baton Rouge has given away. The entire place will be covered with water in a few hours. Efforts are being made to protect the convict camps.

CHINESE INDEMNITY.

American Delegate Will Forward Bond Direct to Chinese.

Shanghai, March 31.—The bankers' commission has declined to forward the American silver indemnity bond for signature by the Chinese representative on the ground that the terms of the bond were inconsistent with the commission's previous declarations regarding the indemnity. The American delegate insisted that article 6 of the Peking protocol clearly states it to be the commission's duty to effect all operations in conformity with the instructions sent by the powers to their delegates, and announced his intention of forwarding the bond direct to the Chinese representatives for signature.

All the viceroys and governors in China have now united in a protest against the payment of the indemnity in silver. They declare that the resources of taxation are exhausted, and that further extortion would impoverish the people, tend to excite revolt and hamper foreign trade.

The London Times correspondent at Shanghai cabled on Friday that the American delegates on the bankers' commission, acting on instructions from Washington, presented on that day the American indemnity bond for signature by the Chinese representatives.

FATAL COLLISION.

Waterbury, Conn., March 31.—A collision between a wild engine and a passenger train in South Brooklyn to-day two employees were killed and three injured.

It is rumored that three more bodies are buried under the wreck. The passenger train was northbound for this city. Through some error, the responsibility for which has not been ascertained, it collided head on with the wild engine on a curve. Both engines and the baggage car were destroyed. No passengers were hurt.

DEVOURED BY WOLVES.

A Man, His Wife and Their Baby Attacked While on Way to Church.

St. Petersburg, March 30.—The Sevemy Krai reports the following: "A man and his wife, who left their native village near Vihisk a few days ago to have their baby baptized at the nearest church, were set upon by wolves. The man ordered his wife to throw the baby to the wolves. She refused, and he attempted to tear the child from her arms. In the scuffle the mother fell off the sled with the baby and they rolled unnoticed by the wolves into a ditch. The wolves kept up the pursuit and overtook and devoured the man and his horse."

RICH BEAR CREEK.

Another Phenomenal Strike Is Reported—Fans on One Streak Run to Five Dollars.

Dawson, March 31.—Another phenomenal strike has been made on Bear creek, 6 miles from Dawson. The pay is 14 to 16 feet deep and one hundred feet wide, and the smallest pan goes 25 cents, with an average of 50 cents. The pans on one streak run to five dollars. Four men with one horse are taking out \$400 daily in ground surrounded by the Treadgold concession. It is estimated that the Forty Mile district will yield one and a half millions this year. About \$100 a day is being taken out in nuggets on Jack Wade creek. Some of the nuggets run as high as \$400 to \$500.

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MAYOR AND JUDGES ARE INCLUDED

IN INDICTMENT OF SEATTLE GRAND JURY

J. H. Hume and Chief of Police Charged With Malfeasance in Office—Scene in Court.

Seattle, March 31.—After a scene in court, in which representative members of the local bar resorted to every means in their power to prevent, the grand jury has returned all indictments which it had voted during the past two weeks, including those against the mayor, chief of police, justices and other prominent men in the community. In all 19 indictments were returned.

Among them are: Mayor J. T. Humes, malfeasance in office; Chief of Police Sullivan, malfeasance in office; Police Judge George, failure to perform his sworn duty; Justice T. H. Cann, extortion and perjury; George U. Piper, perjury; Jacob Furth, obtaining a valuable property by fraud; Walter S. Fulton, failure to perform his sworn duty; Charles F. Whitteley, larceny by embezzlement; P. P. Padgett, larceny by embezzlement; J. Shuffleton, obtaining valuable property by fraud.

Furth and Shuffleton were indicted for alleged connection with the granting of a lighting franchise to the former by the city council in the spring of 1902. Mr. Furth is president of the Seattle Electric Co., which acquired the franchise immediately after it had been issued to Shuffleton, who, several councilmen say, told the municipal body he represented a rival corporation.

BRITISH IRON TRADE.

Manufacturers Discuss Methods of Meeting United States Competition.

London, March 31.—The British iron trade and American competition were the subjects of a conference of iron and steel manufacturers held in London to-day with the object of considering how best to meet the competition of the United States. Ebenezer Parks, M. P., of Birmingham, who presided, advocated among other things, a reform of the present free trade system and closer trade relations within the Empire as a means of meeting the "American onslaught." A number of papers were read by the commissioners of the Iron Trade Association, who were sent to America, the general trend of which was in effect that the better part of the British iron and steel industry occupied an unassailable position, although, pending the development of the resources of Canada and other colonies, a period of serious competition and invasion from the United States is to be expected.

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. Ld. ... Co. ... st. Con- ... ER. ... Lands ... e ... milk ... and gives the ... per bottle. ... DWES ... Yates St. ... R. C. Harry ... Dr. N. ... Forest group ... the Telkwa ... of two thous- ... work on the ... 1901-02 and ... before sixty ... the under- ... said shares ... Partnership at the Court ... duty was ... of the Act ... 10th day of ... Manager. Partnership. 1903. ... said Com- ... the an- ... Georgia Lum- ... 2 Broughton ... on Monday, ... 2 p. m., for ... and trans- ... may be ... ER. Secretary. ... days after ... Honorable ... and Works ... entry was ... served, Mag- ... ELGENSEN.