The Semi-Weekly Colonist.

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REFERENDUM ON COAL STRIKE

Miners to be Asked if They Favor Returning to Work Pending Settlement of Wage Schedule

OUTLOOK NOW SAID TO BE MORE HOPEFUL

Prospect That National Dislocation of Industries Will Be Over Within a Week's Time at Latest

LONDON, March 27.—The event of the day in connection with the coal strike was the decision of the miners federation to a ballot of miners on the question of terminating the strike. The ballot paper reads:

"Are you in favor of resuming work, pending the settlement of the miners' rate of wages in the various grades by district boards to be appointed under the coal mines minimum wage act."

When it is remembered that 115,000 men voted against commencing the strike, little doubt is felt that a majority will now vote in favor of its termination, especially as the view is gathering force among the miners that the mine owners are trying to prolong the struggle in order to bleed the miners' union, while they render them powerless to continue the strike for a long time to come.

The prospect tonight is that the strike may end in a week, although there will be no general resumption until after Easter. Regret is now expressed generally that Premier Asquith at the instigation, as alleged, of Sir Edward Grey, wasted valuable time in vainly seeking an independent settlement instead of pushing the wage bill. The coal owners, having agreed to re-open the mines, no further delay will be incurred on that score.

Troops in Readiness

Orders were issued at Aldershot tonight for all the troops, numbering 10,000, to be prepared to move at any moment into the colliery districts. Troop trains are being held in readiness. Five hundred troops left Lichfield for Cannock, where a serious riot occurred today and a detachment of infantry is quartered tonight at Brynkinalle, where trouble is expected between union and non-union men.

The railway managers have decided to suspend all freight traffic except in perishable goods from April 3 to 9. The government today took steps to organize the district boards under the bill so that everything will be in readiness when the men are willing to resume. A meeting of the liberal members of the house of commons representing the mining constituencies has been arranged by the government whips for tomorrow when the premier will make an appropriate statement on the part of the government. This meeting is expected to have an ameliorating effect. No labor members have been invited to attend.

An unexpected hitch occurred in passing the wage bill through the house of lords tonight but the delay is not important. In the lobbies of parliament the feeling of gloom which was manifest on Tuesday has given place to confidence. The worst of the trouble is over but the prices of coal and food are rising and the work of dealing with the inevitable distress is throwing great responsibility on the government. Having made a strong fight in parliament to secure in the bill the best possible terms for the miners, the labor leaders now frankly counsel the men to accept the bill. This will have a great influence on the ballot and leaves little doubt that the end of the strike is at hand.

Advice to Owners

James Kier-Hardie, independent labor member in a speech at Peckham tonight said that if the owners were wise they would concede the minimum of five shillings a day for men and two shillings for boys as a basis, then the adjustment of details would be comparatively easy and the strike might end by Easter.

Reports from the mining centres tonight point to the probability of a large majority in favor of the resumption of work. In Derbyshire a majority for the resumption of work is considered certain. The same may be predicted for Cumberland, Durham, Nottingham, Yorkshire, Staffordshire, North Wales and Possibly Scotland.

In Scotland as in South Wales there are large sections in favor of maintaining the fight, but they may, in view of the distress from the expectedly prolonged struggle, be outnumbered by those who wish to resume and make the best of the government bill. Warwickshire's 10,000 miners, who were the last to quit work, will be the first to resume.

Raid on Colliery

The most serious outbreak since the strike begun, occurred today at Cannock, Staffordshire, where several thousand strikers accompanied by hundreds of workmen raided a colliery in which 90 men were working, setting fire to two buildings and wrecking others. The rioting continued several hours until large reinforcements of police arrived and scattered the rioters.

The house of lords tonight passed the second reading of the minimum wage bill without a division. During the course of the debate Lord Lansdowne said the opposition would not delay its passage, but that the ministry must accept full responsibility for it.

Nobody but the government and their supporters, he added, had a good word for the bill which failed to satisfy either disputant. The other opposition speakers denounced the bill in a similar strain.

Because of some hitch in the wording of the government bill and its failure to suit both sides of the house, the Marquis of Crewe announced that the committee stage would be opstponed until Thursday. This will result in delaying the royal assent until Friday.

MAY BE LOST IN TERRIFIC CYCLONE

Steamer Koombana Missing After Atmospheric Disturbance off West Australian Coast—Many Perish

PERTH, W. A., March 27.—No news has been received of the steamer Koombana, known to have been off the coast when the terrific cyclone of a few days ago swept the sea and many portions of the mainland. In addition to the anticipated toll of death, through the almost certain wrecking of the Koombana, the cyclone has claimed 72 victims on shore, 32 white persons and 40 colored. Two men whose luggers was wrecked during the storm reached an island and remained there three days living on shellfish.

Endorse President Taft

COLORADO SPRINGS, Colo., March 27.—The state Republican convention here today selected 8 delegates at large to the Chicago National convention instructed for President Taft, adopted resolutions endorsing the Taft administration and chose United States Senator Guggenheim as National committeeman from Colorado.

Americanizing English

MELBOURNE, March 27.—Opposition is being shown to the Director of Education's edict insisting upon a reform if spelling following the American method, as an example, "center, plow, honor, favor." Those objecting to the mandate claim that the new order will americanize the language.

OPENING UP THE ISLAND

C. N. P. to Invite Tenders for Extensions North Within Six Weeks—C. P. R. Equally Active

EARLY CONSTRUCTION QUATSINO TO PORT HARDY

Incontrovertible and essentially practical evidence of the awakening of the larger railway interests to realization of the great potentialities latent in Interior and Northern Vancouver Island is given in three announcements made yesterday—announcements of minor importance perhaps when contrasted with the magnificent expansion programme of the government in its entirety, but nevertheless significant incidents of this policy and programme, and of such tangible nature that they must impress the most pessimistic of the population that the dawn of the new era for the Island is near at hand. Briefly these announcements are:

First, that surveys are now being completed by the field forces of the Canadian Northern Pacific, so that that company may be in a position to invite tenders for construction northward from the present terminal of Island work on Barkley Sound, to Comox and the north end of the Island at the earliest possible date—the intention of the company's officials being to call for tenders within six weeks from date.

Secondly, that Mr. R. Marpole, general executive of the Canadian Pacific system, will be in Victoria today, his mission being to arrange for the initiation of active construction work on the extension of the Vancouver Island division of the C.P.R. from the present terminus at Wellington to Campbell river and Hardy Bay; and

Thirdly, that the Northern Vancouver Island Railway—which holds a live charter from the provincial legislature granted during the session of 1911, for the construction of a line of railway from Rupert Arm, Quatsino Sound, across the narrow neck of land intervening, to Port McNeill and Port Hardy on the east coast, has decided to proceed immediately with this undertaking, and is now arranging to send to the field forthwith a party, in charge of one of the most thoroughly competent railway engineers of the province, under instructions to proceed with the surveys and the location of the line.

This last mentioned railway will open up several extensive belts of splendid timber country, and it is understood will be primarily a logging road, serving large mills to be begun during the present season. At the same time great pains will be taken by the surveyors in laying out the line so that it may possess such gradients, curvatures and alignment as will permit of its convenient conversation at any future time into a road in every way meeting the requirements of transcontinental traffic.

Meanwhile it is understood that facilities will be provided for the handling of passengers and general freights from the inauguration of operation, a matter of immense moment in connection with the early development and speedy settlement of the west coast sections of the north end of the Island, and of the district almost bisected bythe deep indentation of Quatsino Sound and its various extensions.

As detailed in the Colonist of Tuesday, construction activities of the Canadian Northern Pacific on the Island are much in evidence all along the line of advance. The grade is being rushed to the 100-mile post with all possible rapidity, and the construction camps are strung out between Victoria and Cowichan Lake with but few and short intervening spaces. The announcement by the heads of the company that the contract for building on to Comox and the north end of the Island will be let within the coming six weeks is proof positive of the enthusiasm with which the Mackenzie and Mann transcontinental forces are pushing their race with the C.P.R. toward the ultimate goal.

A MODERN UTOPIA

Members of I. W. W. Entertain Design of Establishing an Independent Republic

LOS ANGELES, March 27.—Federal authorities here have been informed that members of the organization known as the Industrial Workers of the World, engaged recently in street speaking demonstrations at San Diego, which has resulted in the arrest of more than a hundred of them, were awaiting an opportunity to cross the Mexican border into Lower California to establish an independent republic.

The authorities began an investigation today of conditions at San Diego wth a vew, it is said, of demanding prosecutons if the evidence warrants for violation of the neutrality laws.

District Attorney H. S. Uttley is said to have reported to United States Attorney McCormack that the San Diego county authorities were unable to cope with the situation and the investigation was ordered by the federal prosecutor.

SUBWAY FLOODED

River Spree Breaks Through Tunnel at Berlin—Damage Runs Into Millions.

BERLIN, March 27.—Eghty workmen barely escaped with their lives today when the river Spree broke through the tunnel now being bored under the river for the extension of the Berlin Subway. Damage to the extent of several million dollars was done.

Tacoma's Census

TACOMA, March 27.—The jury in the federal court that has heard the evidence in the case of the government, against George Kelley and Roger Watts, charged with conspiracy to return false census returns returned a verdict of not guilty this afternoon. The defence waived argument, thereby cutting off an address to the jury by special prosecutor Newton. Blame for the alleged irregularities in the Tacoma count was shifted by the accused men to Secretary Corwin, a special agent said to be in South America.

"Life" for Murder

BUTTE, Mont., Mar. 27.—George Meade, arrested for the robbery of a saloon here on Mar. 17, in which watchman Michael Casey was shot and killed, pleaded guilty today to murder in the first degree and was sentenced to life imprisonment. Meade's companion in the holdup, James Sullivan, previously pleaded guilty to murder in the first degree and was given a life term.

REWARD OF VIOLENCE

Many Window-Smashing Suffragettes Get Varying Terms In Jail

LONDON, March 27.—One hundred and twenty-six suffragettes were placed on trial yesterday at a special sitting of the county of London sessions in connection with the window-smashing raids in London on March 1 and 4, and were sentenced to terms ranging from four to six months' imprisonment. In some cases the women undertook not to repeat the offence and they were bound over to come up for judgment if called upon.

Father of the Reichstag

BERLIN, March 27.—Chestian Gottfried Albert Traeger, member of the Reichstag from Oldenburg, and "Father of the House," died yesterday aged 82. Herr Traeger belonged to the radical party and had been a member of the Reichstag since 1874. He was a lawyer, and a prolific poet and collaborated the translation into German of the poems of Robert Burns. He also wrote several plays.

Flood Warnings

WASHINGTON, March 26.—Flood warnings have been issued for the Ohio and Mississippi valleys. It is estimated that the Mississippi river will reach a depth of 39 feet, or six feet above flood stage, by Saturday, with a farther slow rise for Sunday. The strain on the levels at Memphis and other points will be great. The Ohio river, swelled by the spring rains, showed a tremendous volume of water below the mouth of the Great Kanauha. No serious damage has been reported.

Silk Mill Gutted

SCRANTON, Pa., March 26.—Avoca silk mill at Avoca, owned by Ashley and Co., of Hackettstown, N. J., was destroyed by fire yesterday. The loss is estimated at $225,000. Five hundred persons are thrown out of employment.

HAZEL DOLLAR IN DISTRESS

Steamer Returned to Port Yesterday Under Jury Rudder Badly Damaged in Heavy Storm

GREAT WORK DONE BY VESSEL'S CREW

Men Stood on Staging Over Stern in High Sea and Worked While Their Platform Dipped Under Water

With her rudder broken, deckhouses stove in, rails bent and many marks of a battering received in hurricanes encountered in the North Pacific, the British steamer Hazel Dollar, Capt. Gow, of this city, limped back to Royal Roads in distress yesterday morning under a jury rudder, which was rigged with great skill and ingenuity under the direction of Capt. Gow. Thrilling indeed were the experiences of the crew of the Hazel Dollar, which was heavily laden with a cargo of lumber from Seattle for Otaru, Japan.

It was a wonderful feat accomplished by this ship's company. First Officer Abernethy, Second Officer Methan and Third Mate Cairney, with several assistants, worked for fourteen hours on a staging slung over the stern, which dipped in a heavy sea. The workers at times were in water to their waists, and the work was hampered by the broken rudder being flopped about in a big sea.

The Hazel Dollar, which has seemingly not broken the hoodoo which has followed her for many months—she having been ashore twice on her last voyage, during which she had three masters before the vessel made her way back after many months from Hankow—was carrying a cargo of heavy timbers with a considerable deckload, and passed out from Seattle on February 26. Ten days out, she ran into a terrific storm in 52. N. 167 W. The wind blew with hurricane force, and mountainous seas broke over the steamer from the southeast and southwest quarter. On the night of March 6 these did considerable damage to the bridge, deckhouse and other parts of the vessel.

Capt. Gow was standing with his navigating officers on the bridge when a long, sweeping sea broke over the port bow, pounding along the deck, sweeping away the galley, and when the officers on the bridge shook themselves clear after their drenching, a broken lifeboat was seen dangling over the rail, and Capt. Gow noticed a strange light showing on the forward deck. It was the reflection from the engineer's messroom through a hole left when a small house had been torn away, and the engineers had been flooded out. The seas battering against the bridge deckhouse stove in the corner of it and pounded away some of the rail and bridge facing. Much other damage was sustained about the decks, everything moveable being lashed about in a swirl of foaming water.

On March 7, when the storm was raging with full force—the steamer at this time being close to the Aleutian Islands—the main portion of the rudder broke in two below the waterline, and thus left the vessel to drift helplessly in the trough of the sea. Oil was used extensively to prevent the seas breaking over the steamer, and all the available canvas was set, fore and aft, to steady the ship and keep her away from the rocky coast of the Aleutian peninsula, which then showed hazy through the spray and spume; while all hands were set to work to construct a jury rudder.

was displayed in this work. A big 50-foot spar was prepared and great iron doors—taken from the poop entrances—were bolted and lashed heavily, one on either side, and tapering timbers were fitted, all being securely lashed by wire hawsers, and this was lowered over the stern and made fast at the head of the rudder, with timbers at either side of the hull, and with hawsers lashed under the counter at either side of the hull. This work was accomplished with considerable difficulty, the steamer pounding in the heavy sea, and several of the crew, working like Trojans, were injured.

Mrs. Gow, wife of the master, earned the greatest admiration of the ship's company during the strenuous work. She never lost an opportunity to cheer up the workers, and was quick to prepare bandages and assist those who were injured in the work.

The jury rudder was completed and in place on March 10. The following day the weather, which had moderated to some extent after the heavy storm of March 6-7, became more boisterous, and the fragile jury rudder was in danger of breaking adrift, as heavy seas accompanied the rising storm. On March 12 the wind increased to a strong gale from the westward. The vessel had meanwhile been drifting southward and eastward, lessening the danger of working toward the Aleutian coast. With the jury rudder it was difficult to keep control of the vessel, and when the storm increased in violence Capt. Gow decided to prepare heavy drags to aid in keeping the ship's head to the sea.

The drags were built from the steamer's derricks and heavy timbers. Two big timbers were lashed, and crosspieces taken from the heavy lumber of the deck cargo were bolted, and the whole lashed securely together; but the seas ran so high that they tossed these about

Mere Corks in the Water

and the drags proved of little avail to assist the control of the vessel. It was soon apparent that until the seas moderated sufficiently to enable the ship's crew to secure the broken part of the rudder with chains little progress could be made in getting the vessel to a safe port.

By constant and energetic endeavors of the crew, a heavy chain was finally passed around the broken rudder, which had been flopping from side to side heavily as the seas pounded against the hull. Heavy wires were attached to the chains, and big wire hawsers were led to the steamer's winches. This work was accomplished on March 14 the first, second and third officers working on a stage for fourteen hours, in a big seaway, often being submerged to the waits as the steamer dipped.

The securing of the wing of the broken rudder was a work which demanded great patience. When the sea had lowered sufficiently, the eye of the gudgeon was seen clear, the pintle being out of the ring, and this showed about six feet below the surface when the sea was normal. Leaning well over the side, seamen dangled lines weighted with leads with wooden floats on the lines, seeking to drop the lead through the ring of the gudgeon, and, after innumerable failures, this was finally accomplished. When the float buoyed up, showing the lead had passed through the gudgeon, the end was caught and looped, and gradually heavier lines were rove on until a chain was made fast to the rudder.

When the chains were finally secured and the chain passed around the rudder, the big wire hawsers were led with tackles around the counter at either side to the winches on deck, and on March 16 the Hazel Dollar was finally brought to an easterly course and set

Back to Victoria

On March 18 another gale sprang up, and the high seas running during the storm brought a severe strain on the wire hawsers, with the result that one of them broke as though it were a piece of whipcord. Altogether four large four-inch Manila hawsers were broken. On March 20 the weather moderated, the sea became smooth, and then every opportunity was taken to secure the broken rudder and thus allow the ship to make better progress. From time to time the wire hawsers had to be renewed, and careful attention to the steering was necessary to obviate undue strain. The vessel could only swing about five degrees either way, and it was only by making long sweeps that the jury rudder was kept from breaking; but by patient, hard work the vessel was finally worked for some 2000 miles to a safe anchorage in Royal Roads.

When the Hazel Dollar reached the Roads yesterday morning Capt. W. H. Logan, representative of the London Salvage association, went out with Capt. Gow, who had come ashore to report to the customs, and a survey is being held. It is considered probable that some of the lumber cargo will have to be discharged and the steamer enter the drydock at Esquimalt for repairs. All who have seen the makeshift rudder rigged by the crew are loud in their praise of the ingenuity of the master, deck officers and engineers who planned the ingenious arrangement.

The Hazel Dollar will go into the Esquimalt drydock tomorrow with her cargo on board, the government officials having arranged to take the steamer Lillooet from the dock to permit the disabled freighter to go in. Special crib work will be build to permit of the hull resting on three keels, the cribwork being arranged with sufficient elasticity to take up the added weight of the cargo, and it is expected the rudder will be prepared without disturbing the lashings of the deck cargo.

On her last voyage the Hazel Dollar met with trouble. When leaving for the Orient in charge of Capt. Gaukroger, who had been master of the Pacific mail steamer Asia when that liner was lost off the China coast, the vessel went ashore off Whidby Island and was floated and repaired at considerable expense in Seattle. She then proceeded and struck on the rocks at Muroran, with the result that she had to spend several months more in the drydock in Japan. The steamer then proceeded to the Yangtzse, to be delayed for a considerable time as a result of the revolutionary strife at Hankow.

DUEL IN CHURCH

Ex-Mayor of Oakland Badly Wounded and His Assailant Killed

OAKLAND, Cal., March 27.—Adolph Goldman, recently released from San Quentin penitentiary, is dead and the former mayor of Oakland, Boland W. Snow, is desperately wounded as the result of a duel that was fought tonight in the rooms of the First Congregational church in this city. Only the sexton, Charles F. Lewis, and Mrs. F. Cassidy were witnesses, the congregation that usually attends prayer meetings not having arrived.

The duel was the outcome of an enmity dating back to the time when Snow was elected mayor in 1892. Previously the men had been the best of friends. Some years ago Goldman shot Snow after a quarrel in San Francisco and was sentenced to five years in the penitentiary after a long legal battle, in which evidence was adduced besmirching the moral character of both men.

Snow before being elected mayor had served a term as auditor of Alameda county. He was considered one of the best mayors that ever served Oakland and he was highly considered until the character besmirching events of the Goldman trial. At that time Goldman was proprietor of a notion store in this city. For a number of years Snow has made his home in Nevada, where he was engaged in mining. He made his headquarters in Goldfield, residing with a daughter, Mrs. Gertrude Kenty.

Snow arrived in Oakland from Goldfield on March 24 and registered in a rooming house as John Wright. He knew that Goldman was at liberty and endeavored to avoid him. It was said tonight that Goldman employed detectives to keep him informed as to the whereabouts of Snow and as to the latters habits.

After the fight Snow was taken to a hospital, where it was found that one bullet had lodged in his jaw and another had struck his leg and then ranged upward. Whether this bullet pierced the intestines has not been determined. In addition to the bullet wounds Snow's throat is gashed deeply, and there are numerous scratches on his face and neck. The surgeons hold out little hope for his recovery.

The body of Goldman was taken to the morgue.

FAMINE IN CHINA

Conditions Described As Appalling and Rapidly Becoming Worse.

WASHINGTON, March 27.—Conditions in the famine districts of China are described in a despatch from American minister Calhoun at Peking as appalling and as rapidly becoming worse. The message received at the Red Cross headquarters today says the Chinese government is helpless.

The Red Cross today cabled $23,000 to the Shanghai relief committee making a total of $98,000. New York supplied $20,000 of the amount dispatched today.

CIVIC CENTRE PROJECT

San Francisco Votes Today on a $8,800,000 Programme

SAN FRANCISCO, Cal., March 27.—San Francisco will determine tomorrow at a special election whether the city is to be bonded for $8,800,000 for the construction of a city hall and the creation of a civic centre. Semi-civic organizations are in favor of the plan. Of the 116,000 persons entitled to vote more than 10,000 are women, who, it is believed will vote for the bonds. Special arrangements have been made to convey them to the polls.

Deserted Her Home

LONDON, Mar. 27.—Mrs. Alice Green, a suffragette who refused to be bound over to keep the peace and was sentenced to four months' imprisonment, said, with a catch in her voice: "Since Thursday I have given up my home, husband and child in order to go into this movement and I will not go back until women get the vote."

FRANCHISE BILL IS SHELVED

No Provincial Votes for Women Who Have Municipal Privilege in Ontario—Action is Postponed

PREMIER WHITNEY'S VIEW OF QUESTION

TORONTO, March 25.—The bill to extend the provincial franchise to women entitled to vote at municipal elections was given a six months' hoist in the legislature this afternoon on the ground that sudden and unconsidered changes in parliamentary franchises are undesirable and because the subject was not discussed or brought before the people at the last general election.

Sir James Whitney, the premier, said it was no use to take two bites at a cherry. If the franchise was to be extended at all it might as well be extended to all women. Opposition leader Rowell said he was in hearty sympathy with the bill.

DEATH OF CAPT. FRENCH

Was in Command of Many Vessels on the Yukon in Years Gone By

VANCOUVER, B. C., March 27.—Captain W. Sidney French, R. N. R., died at the General hospital this evening from an attack of pneumonia. Captain French was well known in the Yukon where for many years he was on the Yukon river. During that time he commanded various vessels. Some years ago he came to Vancouver to live and has been here ever since.

CALIFORNIA AND ASIATIC PROBLEM

LOS ANGELES, Mar. 27.—Upon the decision of Judge Olin Wellborn to be made in the federal court depends the right of federal immigration inspectors to make arrests and stop the influx of Chinese into the United States, according to lawyers here tonight. The question was raised by counsel for five Chinese charged with smuggling and the attempted bribery of Inspector Chas. Miller. The attorney for the Chinese demurred to the indictment, claiming the law did not give inspectors the right to make an arrest without first obtaining a warrant naming the persons to be arrested.

Disaster's Death Roll

WELCH, W. Va., Mar. 27.—Revised figures of the deaths at yesterday's gas explosion at the Jed mine place the fatalities at 80. Officials say ninety men were in the mines and that thirteen got out.

VICTORIA'S NEW DRILL HALL

Sum of $100,000 in Supplementary Estimates—$10,000 for Investigation Into to Sealing Claims

MILLION AND A HALF IN TERMINAL ELEVATORS

Substantial Votes for Requirements in B. C.—Dominion Government Building in London to Cost $1,000,000

OTTAWA, Ont., March 26.—Supplementary estimates were tabled today and are in the consolidated fund $13,072,526 and capital $6,537,512, or $19,610,038. With the main estimates, they make the total appropriations for 1912-13, of $117,991,831, consolidated $51,407,885 a capital or $169,499,717 in all.

A grant appears for $500,000 in the encouragement of agriculture divided on a basis of population among the provinces, also a grant of $1,000,000 for the encouragement of highways, divided among the provinces on the same basis. For the Hudson Bay Railway $1,500,000 is appropriated; for a site and the construction of a Dominion government building in London, England $1,000,000.

Victoria's Drill Hall

For public buildings: Comox, public buildings $5,000; Duncans station, public building, $10,000; Nanaimo, public building extension $12,000; Mission City, public building $2,500; New Westminster, examining warehouse improvements $1,000; public building addition $12,000; Prince Rupert, immigrant detention building, $6,000; Prince Rupert, building further amount $25,000; Soda Creek, public building $3,000; Union Bay, public building $5,000; Vancouver, drill hall, installment of $400,000 building, $50,000; Vancouver old postoffice $1,000; Vancouver, public buildings improvements $12,000; Vancouver Fumigating plant $2,500; Vancouver, postal station $25,000; Victoria, immigration detention hospital $8,000; Victoria drill hall $100,000; Victoria, public buildings to provide for government share of cost of new pavements put down by municipal authorities $5,310; Victoria, Fumigating plant $2,500.

Harbor Works

Harbors and rivers—Alberni, wharf $5,000; Alice Arm, Observatory inlet, wharf $4,000; Boswell, wharf revote $7,500; Camp Island, repairs to wharf $2,000; Campbell River, repairs and extension to wharf $3,000; Cleata, wharf $5,000; Comaplix, wharf $7,000; Coquitlam River, removing obstructions $1,500; Galena Bay, wharf $2,000; Goose Bay, Observatory Inlet, wharf $2,500; Golden, wharf $4,500; Gowland, harbor wharf, $2,000; Holberg, Vancouver Island, wharf $15,000; Kincolith, wharf $3,500; Kaslo, wharf $20,000; Kennedy Lake, improvements to outlet $1,500; Ladysmith, repairs to wharf, etc. $2,000; Massett, (White settlement), wharf $5,000; Metchosin, wharf $5,500; Nanaimo, harbor improvements $100,000; Porcher Island, mouth of Skeena river, wharf $3,500; Port Moody, wharf extension $9,200; Refuge Bay (Porcher Island) wharf $6,000; Renata, wharf, $2,500; Sand Spit Point, wharf $5,000; Savary Island, wharf $5,000; Shushartie Bay, wharf $4,000; Sooke harbor, improvements to entrance $5,000; St. James Island, wharf $2,500; Sunshine Bay, wharf $5,000; Surf Inlet, wharf $5,000; Thompson River, removing snags, etc. $2,500; Tucker Bay, wharf $4,000; Upper Fraser river and tributaries, improvement of navigable channel, further amount required $20,000; Willow Point on Lake Kootenay, wharf $14,500; Wooden River, removing obstructions $1,000; Dredging in B. C., further amount $100,000.

Telegraph Facilities

Telegraph lines—Kelowna to Penticton $7,000; Atlin to Hazelton $3,500; Bella Coola to 150 Mile House through Chilcoten $48,000; Blackwater to Fort George, telephone $5,000; Clinton to Quesnel $7,500; Fraser Lake to Omenica via Stuart Lake $3,000; Gabriola Island and entrance Island lighthouse, telephone line $1,275; Hornby Island and Denman Island to Union Wharf $900; Lillooet to Pioneer Mines extension $13,600; Malahat across Saanich Inlet, laying cable $2,000; Quesnel to Barkerville $3,500; Quesnel to Hazelton $3,500; Edgewood to Nakusp, telephone line $6,100; Lower Nicola to Canford, telephone line $1,000; Powell river to Vancouver, telegraph line $27,400.

To procure two fishery patrol boats for B. C. $10,000; Investigation claims re pelagic sealing treaty $10,000; assistant postoffice inspector at Victoria $1,800, and terminal elevators $1,500,000.

Confesses to Murder

SPOKANE, WN., March 27.—J. W. Cress, the youth held for the murder of Manuel Steinke, who was shot and killed in an empty lime kiln near here on February 9, confessed today and was allowed to plead guilty to murder in the second degree. He declared that he shot Steinke when the latter resisted anattempt at robbery.