

TO CONSTRUCT SHELTER HUTS

Newington Leaves on Monday to Establish Refuges at Five Points on the West Coast of Vancouver Island

The government steamer Newington, recently equipped with wireless, leaves on Monday with five shelter huts on board for erection at various points on the west coast of Vancouver Island, westward of Friendly Cove, as aids to shipwrecked mariners. One will be placed at Bajo point, one on each side of Cape Cook, one on Rugged point, north of Quatsino sound, and one on Cape Palmerston, immediately south of San Josef bay. The huts are 8 by 8 feet, provided with a window and door, and a small stove and an axe, with a supply of provisions hermetically sealed, will be placed in each. To attract attention a red cross will be placed above each hut. A chart and printed directions showing how success can most readily be obtained, printed in English, French and German, will be placed in each hut. These directions, different in each hut, show where the nearest settlement is located. For instance, that placed in the hut at Cape Palmerston, says: "You are at the place marked with a red square on the chart. To the northward of you, a distance of seven miles along the shore, is San Josef settlement, where success may be had, and from which place a good road leads to steamboat connector on Quatsino sound, where steamers call about the 7th and 20th of each month. In this hut are 30 pounds of pilot bread, 25 pounds of corned beef, 5 pounds of tea and 50 lbs. of tinned apples. The Cape Cook shelter has a chart and directions telling how to reach Entrance light island by boat and Quatsino by land, and all information regarding trails, steamship connection, etc.

One of the shelter huts is being placed close to where the British ship King David went ashore a few years ago. Several lives were lost as a result of a boat crew starting for Cape Beale, when the boat lay but seven or eight miles away, and the shipwrecked company remained for about six weeks awaiting rescue. Had the shelter hut been established there, they would have readily found their way by the trail to Friendly Cove settlement and the loss of life would have been averted.

The government steamer Leebro is now on the way to the Ballinas with material and machinery for the reconstruction of the lighthouse, dwelling and fog alarm station at that point. The lighthouse is being moved to the north end of the island, where greater visibility is provided. Machinery is being taken to double the capacity of the fog alarm. Mr. Fairful, supervising foreman of the department, will leave in a few days for the Ballinas to superintend this work.

The government steamer Quadra, Captain McPherson, leaves on Monday on a long cruise to northern B. C. waters to overhaul and recharge the northern beacons and take stores and supplies to the light stations.

Machinery is on the way here for the construction of a fog bell at Charles point, at the entrance to Prince Rupert harbor.

EXPERTS BUSY WITH LECTURING

Exponents of Fruit and Vegetable Culture Carrying on Excellent Work for Department of Agriculture.

The past three days have been very busy ones for the experts of the provincial department of agriculture, attached to the horticultural branch, practical lectures and demonstrations in connection with the winter short courses in fruit and vegetable growing having been in progress Wednesday, Thursday and yesterday, joined in by Messrs. M. S. Middleton, J. P. Carpenter, B. Hoy, H. Thorner and P. E. French, all of the horticultural branch of the department of agriculture.

On Wednesday the Royal Oak was the scene of instructive activity, Assistant Horticulturist M. S. Middleton giving a practical pruning demonstration in the morning, while in the afternoon he spoke to an interested gathering of local fruitgrowers on the selection of nursery stock, orchard plans and planting, a resultant discussion being led by Mr. J. Bryden. At the same afternoon gathering talks were given by Assistant Horticulturist J. P. Carpenter on soil cultivation, soil cultivation and orchard pests and their control.

the fruit-grower's vegetable garden. Mr. Hoy, orchard pests and their control, and Mr. Thorner grafting and budding, a practical demonstration being given in these features of orchard work. Mr. Thorner also gave a pruning demonstration yesterday morning, a discussion of the general subject of pruning being led by Mr. W. F. Brington. Mr. Middleton spoke during the afternoon on the selection of nursery stock, orchard plans and planting, and in the evening on sprays and spraying. Mr. Carpenter dealt in the afternoon with the cultivation of small fruits, a subsequent discussion being led by Mr. George Stewart, and in the evening on plant growth.

At Gordon Head yesterday afternoon Mr. Hoy discussed soil cultivation and fertility, and Mr. Thorner gave a pruning demonstration; in the evening the interesting subject of strawberry growing was discussed by Mr. Thorner, a discussion of considerable value following, led by Mr. W. F. Somers. Mr. French also spoke last evening on the fruit-grower's vegetable garden, and Mr. Hoy on orchard pests and their control. The horticultural branch of the department of agriculture is an exceedingly active and useful one, constantly developing in its various spheres of practical instruction. At its head are Mr. W. E. Scott, the deputy minister, and Mr. R. M. Winslow, B.S.A., provincial horticulturist. Mr. Middleton represents the branch in the Kootenay and boundary districts, Mr. B. Hoy, B.S.A., in the Okanagan; Mr. P. E. French, B.S.A., in the Salmon Arm, Arrow Lakes and Windermere districts; Mr. H. Thorner, B.S.A., in the Kamloops district, and Mr. J. F. Carpenter, B.S.S. in the lower mainland and islands district.

Big potatoes are in progress at Hazelton as they have been for a fortnight past, among the tribesmen of Hazelton, Kispox, Andimau, Gitwanga and other points in the district, the celebrations being in honor of the election of the new chief, John Patsie.

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NEW WAREHOUSE AT OUTER WHARF

R. P. Rithet & Co. Commence Work on Building at End of the Present Piers to Handle Growing Business

Construction has commenced of a big freight shed at the outer wharf. R. P. Rithet & Co. are building a freight warehouse at the end of the present wharves facing at right angles to the big sheds on the docks. The warehouse will cost in the neighborhood of \$10,000 and will considerably enlarge the warehousing space of the company at the outer wharves, where a large brick bonded warehouse was recently constructed on the Dallas road side of the company's premises. Plans have been made for other additions, including another pier, but this work will not be taken in hand for some time.

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He testified to having attended a number of meetings of the old pool between 1893 and 1903, at which, he said, percentages of shipments to different markets were decided by ballot, and the profit margin was determined.

The witness testified a dozen letters he received while in the employ of Armour & company in support of his statements.

PRINCESS PATRICIA LEAVES FOR VICTORIA
Turbine Steamer Bought by the C. P. R. Leaves Greenock on Way Here to Enter Service.

The new steamer Princess Patricia, of the C. P. R., formerly known as the Queen Alexandra, a turbine vessel with speed of over 21 knots an hour, left Greenock on Thursday on her way to Victoria via St. Vincent, Montevideo, Coronal, Callao and San Francisco. The steamer, which was bought by the C. P. R. from the Clyde Passenger line for service between Vancouver and Nanaimo, will make the trip in two hours—was altered considerably to the plans of the C. P. R., the work being supervised by Mr. J. Alexander, assistant superintendent engineer of the local branch of the company. The hull of the Princess Patricia was boarded in for the long voyage out. The Princess Patricia has been a popular vessel with Glasgow travellers, and will be the fastest of the company's fleet. She has been equipped, fitted and furnished in the same luxurious manner as the C. P. R. has adopted to prepare all its vessels for modern passenger travel.

Capt. A. Lindgren, who brought out the new steamer Princess Alice, now being made ready for service, is on his way to Scotland to bring out the new steamer Princess Sophia, which was built by Bow MacLachlan & Co., of Paisley, to take the place of the steamer Amur in the northern British Columbia coasting trade.

TO BE DECIDED BY BIG BATTLE
(Continued From Page One.)
from Minister Calhoun at Peking whether American troops were required in China, the minister was silent today. It is assumed that he is consult-

MAIL ROBBERY BY LONE BANDIT

Desperado Compels Southern Pacific Mail Clerk to Tie Up His Two Colleagues—Takes Money From Letters

REDDING, Cal., Jan. 5.—Sheriff's posse and railroad detectives are searching the rough country surrounding this city tonight in an effort to capture the lone bandit who robbed the mail car on the Southern Pacific train, the Oregon Express, today. Rewards aggregating \$2,000 have been offered for the capture of the robber, who, from the description given by the mail clerks, is probably a consumptive and a man of more than usual education.

The robber entered the mail car at Red Bluff, and at the point of a revolver, compelled mail clerk Charles J. Rhein to tie the hands of mail clerk Robert E. Warner and helper Peter Henrich and to gag them with their handkerchiefs, the feet of the bound men were placed in empty mail sacks and were tied there. While Rhein was binding his comrades the robber appeared cool and somewhat amused.

After Rhein had opened the registered mail sacks the robber quickly inspected the contents, opening letters and disregarding the packages. The robber instructed Rhein to throw off the mail at Cottonwood and at Anderson. Just before the train arrived at Redding the robber bound and gagged Rhein and tied his feet in a mail sack. As the train pulled into Redding the robber stepped from the car and vanished.

Rhein succeeded in working the gag loose and cried for help, attracting the attention of employes of a local transfer company, who entered the car and released the three men. The early report that two men were engaged in the robbery was occasioned by the fact that helper Peter Henrich, who quitted the car soon as released, was taken for one of the robbers. Henrich ordinarily leaves the mail car at Red Bluff, but at that place he was ordered back into the car by the robber.

The description of the robber is that of a man five feet eight and a half inches tall, light of build and weighing about 160 pounds, about 35 years old and bloodless complexion, as though a consumptive. He wore a dark blue serge suit and a brown hat which was kept pulled well down over his eyes. He was very polite and soft of speech, but warily kept the mail clerks covered with his revolver, which he quietly informed them would deal out instant death at the least show of resistance to his orders.

Reward Offered
SAN FRANCISCO, Jan. 5.—Officials of the Southern Pacific and officials of the post office department announced tonight that the express organization had offered a reward of \$1,000 for the capture of the man who robbed the mail car on the Oregon express near Redding today. So far the postoffice authorities have not succeeded in checking up the registered mail sent out on the express to an extent that will authorize a statement of the possible value of the loot taken by the robber.

Billy Allen Beaten.
ROCHESTER, N. Y., Jan. 5.—Pal Moore of Philadelphia won on points from Billy Allen of Syracuse tonight in a ten round battle before the Olympic A. C. in the ninth round Moore forced Allen to the ropes three times.

Sues City of Toronto
TORONTO, Jan. 5.—Rev. Prof. Joseph H. James, of Burnley, England, caused a writ to be issued today for \$20,000 damages against the city of Toronto for a broken kneecap sustained last fall during the conference of the Beumenical council. While coming from the Metropolitan church he fell into an excavation made on Queen street in connection with the hydro-electric system. The fracture, it is said, still exists. The plaintiff is a distinguished Methodist divine, theologian and scholar.

Suspension Rescued.
SEATTLE, Jan. 4.—The decision of the local United States marine inspectors in finding Capt. Harry Carter of the steamer Iroquois, responsible for the collision in which the steamer Multnomah was sunk in Elliot bay was sustained yesterday by Supervising Inspector General George Uhler.

The accident, however, was due more to imprudence than unskillful navigation, says the opinion of Captain Uhler. In view of the previous good record of Captain Carter the punishment was reduced from sixty to thirty days suspension.

C. P. R. TO ERECT NEW OFFICE BLOCK
Temporary Quarters Secured for Express and Telegraph Branches of Railway Company.

Pending the erection of a new office building in the city, the C. P. R. has taken a lease for two years of the premises now occupied by the Fit-Reform company on Government street, adjacent to the postoffice. These will be used to provide quarters for the Dominion Express Company, which will shortly leave the site it now occupies at the corner of Broadway and Government streets. The C. P. R. telegraph offices will be removed to the first floor of the building occupied by the C. P. R. ticket office at the corner of Fort and Government streets; this arrangement being only a temporary one. The company is now understood to be negotiating for the purchase of one of the best business sites in the city, upon which it proposes erecting a six-story office block.

Hot Work
The heat was men were time forced to retire, task at 4:30. blazing structure ending all danger. In the mean summoned other from the Victor fired on Bay. quarters, while on Topaz avenue roadway by a

Secured in the which had to be fore the inmates male prisoners official jail. Topaz experience early when fire broke out. The prompt guards got the burning section, but ber and the men most overcome by choked the narrow focation. Seven incarcerated in an jail building, suffe all, being easily removed in the the city lock-up.

The blaze, the mystery, threaten stroy the entire ture in which it of flames when arrived, but the wretched water p able, fought well engine stream l flames were not little more than hour the fire had all danger to the jail building was portion required two hours. The train than \$500 being but a whole, and over

Prisoner
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As soon as y the barred door building into a added draft cas forth with viol filled the corrid

In Peril
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A telephone n fire department, from the burning which it up d and attracted m the scene, indic of the blaze. A Davis arrived a alarm, while a was responded to on duty together Under charge of and Inspector V toned about the with loaded revo entrances it case sary to transfe streams from th of Topaz and i into the main b the attic over there was not, a stream a doz be done was to on the exposi tion of the buil ed at the corn and Hillside a stretch of near much better pr in short order t der control.

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