

## DISCUSSED PLANS FOR COAL HEARD

### WILL NOT ABOLISH MANAGEMENT BOARD

Constitution of British Columbia Agricultural Association Amended—Officers Elected Last Night.

(From Saturday's Daily.)

At the adjourned annual meeting of the British Columbia Agricultural Association, held in the city hall last evening, the report of the retiring executive was presented, read and adopted. Mayor Morley occupied the chair, and among the members present were Ald. Goodacre, Fell, Hall and Yates, F. Sere, Dr. S. F. Tolmie, S. Perry Mills, K.C., A. Henderson, J. Manton, J. T. Maynard (Chilliwack), George Sangster, J. Langley (Calgary), W. H. Price, George Penketh, J. W. Bolden, J. Bothwell, Fred Norris, John Watt, John Meston, J. H. Phillips, A. E. Nachttrieb, F. Baylis, Watson Clarke, H. D. Helmcken, K.C., James Maynard, W. H. Leedner and James Wilby.

The report of the secretary-treasurer, which has already appeared in the Times, was received and adopted and the executive's report was then read and adopted. It was as follows:

Victoria, B. C., Dec. 7th, 1906. On behalf of the executive committee I have pleasure in submitting for your approval the statement of receipts and expenditures made up to October 31st, 1906, showing a credit balance of \$108.13 after all liabilities for the year have been met. Besides the credit balance, however, there has been a considerable increase in assets and permanent improvements to the sum of \$450.94, and there has been paid on accounts the sum of \$28.75, showing the net profit under ordinary expenditures to have been \$622.82.

In regard to the revenue I would point out that the association has not in some instances getting all the revenue available. The gate receipts, we think, would have been materially increased by arranging better transportation facilities, getting excursion rates, if possible, from all points west of Winnipeg, and advertising more both in the press and by posters in the published and distributed in May, and by posters in all railway stations, and hotels.

It is recommended that the system of collecting funds by subscription throughout the city, which has been the custom for many years, be continued, and that the city council be asked to guarantee the exhibition out of general revenue a sum sufficient to disburse with the collection by subscription from the museum. In this way it would be much easier for the executive to decide questions of expenditure, and to make them practically known the amount of money they had to work on outside of the gate receipts at the beginning of the year.

The sale of membership tickets also was very small, and we would suggest that special endeavor be made to increase this item of receipt so that it should be based on account of the revenue of the association, which will tend to create a greater interest in the exhibition. No less than 100 in membership tickets were taken and we believe that with a determined effort and by employing canvassers this commission that this amount could be realized.

This year the executive, following the lead set by the New Westminster fair, instituted a system of prizes for exhibitors on exhibits. This, I think, has proven satisfactory to exhibitors generally, and netted the association the sum of \$67.25.

Prize list advertising could also be increased very materially by early solicitation from outside firms, better manufacturers, as there is no doubt that this is a useful medium of advertising, and should be made to yield at least the sum of \$100 profit instead of barely paying the cost of printing.

In the expenditures it will be noted that the sum of \$2,000 was paid for prizes. This amount does not include any special prizes offered and is a very favorable record comparing favorably with other exhibitions.

The amount paid for printing and advertising, while apparently large, was, I think, well expended, as no doubt the receipts and exhibits were largely aided by this. It is suggested that more poster and circular work and less outside newspaper advertising be done in future, as this can be done cheaper and made more attractive at less cost to the association.

The expenditure for sports and attractions was, in the opinion of the executive, fully warranted, the races being conceded by all to have surpassed anything ever held in Victoria. The broncho busting competition, while meeting with considerable disfavor, well repaid the association this year for all expenditures made in connection with it.

The exhibits in nearly all departments were fully up to the standard. The live stock entries, especially in horse, were the greatest ever received, necessitating the building of an extra temporary shelter.

For the industrial exhibits we would recommend that better accommodation be provided, the present shed for machinery, etc., being totally inadequate. Considerable revenue could be derived from a building of this sort in space rentals, sufficient at least to repay the interest on the cost of a new building.

Since the day of the fair the citizens have by law sanctioned the purchase of the Bowker Park Company's property, amounting to about 80 acres, including the race track, and an extra appropriation of \$10,000 to be expended in improving the grounds and buildings.

We would suggest in regard to this that the race stand be increased to a seating capacity of at least 3,000; that new modern stables be provided; and that a place of ground be prepared where sports, such as lacrosse, football, baseball, etc., could be held.

It would also be advisable to provide a bath for water sports, better restaurant facilities, and that proper lavatories be constructed, for which a small charge could be made as in New Westminster.

The executive have no hesitation in stating that the exhibition just closed was a pronounced success, nothing but praise from all parties. It was the best being heard in regard to the way our exhibitors were treated. They believe that proper and careful management of the provincial exhibition at Victoria can be made the best west of Winnipeg.

In conclusion the executive wish to thank all those who, by contributions, cash, special prizes or time helped to make the exhibition the success it has been.

All these things, and more especially the great interest shown by some of our leading citizens, were of great assistance to the executive in carrying on their work.

and are absolutely necessary to the success of the undertaking.

A. J. MORLEY, Mayor, President.

Some discussion took place on various points when the report of the special committee appointed to revise the constitution was read. The amended constitution was free from superfluous clauses and contained less than seventy paragraphs, while the old constitution had one hundred and fifty. Ald. Yates and the Mayor both explained that the amendments were necessary to eliminate the clause which had been eliminated. It was decided to continue with the practice of charging an entry fee for cattle and also that the earliest time for exhibitors to remove their exhibits from the fair would be 4 p.m. on the following day. The amended constitution also eliminated the clause providing for a board of management but, after a long discussion, it was decided to retain this body under the name of the advisory board.

Mayor Morley was at this stage obliged to vacate the chair in order to attend the pioneers' banquet, and his place was taken by Vice-president Watson Clark.

The officers of the association were elected as follows: President, J. E. Smart; Vice-president, J. E. Smart; Secretary, J. E. Smart; Treasurer, J. E. Smart; Auditors, J. E. Smart; and Members, J. E. Smart. The board of management consisted of: Samuel Shannon, Cloverdale; Joseph Thompson, Chilliwack; L. W. Paisley, Chilliwack; J. T. Maynard, Chilliwack; Alex. Paterson, Delta; Prof. Sharp, Agassiz; E. A. Wells, Chilliwack; T. G. Earle, Lytton; F. C. Richards, Vernon; G. W. Sterling, Kelowna; J. W. Martindale, Saanich; J. S. Shopland, Sidney; Frank Sere, Victoria; W. C. Grant, Gordon Head; G. W. Hadwin, Duncan; R. E. Barkley, Westholme; L. Layritz, Victoria district; Alex. Urquhart, Courtenay; Fred Turgoose, Saanich; John Harrison, Port Guelph; W. E. Nachttrieb, W. Baylis, Jas. Wilby, J. W. Bolden, Garrett Smith, F. Norris, George Penketh, George Dean, W. H. Price, W. J. Pendray, J. T. Higgins, D. R. Ker, Anton Henderson, James Maynard, J. Bothwell, J. Manton, J. T. Maynard, J. H. Phillips, A. E. Nachttrieb, F. Baylis, Watson Clarke, H. D. Helmcken, K.C., James Maynard, W. H. Leedner and James Wilby.

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DR. CROCKETT'S LECTURE.

In connection with Rev. Dr. Crockett's lecture at Institute hall to-night, a correspondent writes to the Colonist an indignant protest because pupils of the public schools are to be admitted at the lecture at a special rate.

The school authorities of the principals of the schools have announced that fact with the information that all who wish to go will be provided with identification tickets upon application to their teachers.

The correspondent protests against this as a "hold-up game," and the Colonist editorially disapproves of the suggestion. The editor of the Crockett lecture desire in consequence, through the Times, to place the facts simply before the public, and let unbiased citizens judge of the merit or the frivolity of the charge. When Dr. Crockett's coming was first announced it was suggested that the visiting principal of the school should be of great benefit to their pupils taking the literature course of which Scott forms an important part. The visiting principal should be induced to lecture at the Institute. This was impossible, owing to the fact that the school was only venturing a stay of more than one day in Victoria, and as a special concession, in view of the acknowledged educational value of the lecture, a special rate of 35 cents was granted, the only condition being security (in the form of the identification tickets) that the lecture would be attended by the pupils.

Possibly if the trustee board, as suggested by "One of the Mothers," had gone into the entertainment business, assumed the risk of bringing Dr. Crockett to Victoria, and guaranteed expenses of the engagement, he might, as stated by the correspondent, have been able to give a yet lower rate to pupils. But would the ratepayers of Victoria have sanctioned this embarkation by the board in what is really a speculative business entirely foreign to its proper functions? The correspondent presumes that Dr. Crockett's lecture is "a pure and simple speculation," and that the board is "a pure and simple speculation."

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## THE ARIONS AGAIN SCORE A TRIUMPH

### CONCERT LAST NIGHT WAS VERY ENJOYABLE

Large Audience Delighted With the Programme Provided, Especially the Soloist Who Assisted.

(From Friday's Daily.)

Stormy weather did not deter a large number from attending the Arion concert, the first of the club's fifteenth season, given in Institute hall last evening. The hall was filled, a compliment which, in consideration of the character of the night, was all the more flattering, and the programme was to the standard of music furnished in the past.

But much as the concert was enjoyed, it could not be said that the Arions were at their best. With a number of its most talented members absent the club was put to a severe task in meeting the demands of voice, and it was evident to the extremely critical who follow zealously the advancement of the club along musical lines, that this was lacking in the roundness of form in ensemble work—a fault, yet not one for which anyone could be held responsible.

E. Howard Russell, the conductor, demonstrated conclusively that he had his vocal forces well in hand. The results of the concert abundantly proved this, for in color and shade of tone and in the matter of interpretation there was left no room for doubt. As will be seen from the programme the club introduced a number of new selections last night which went well. Those numbers calling for heavy bass were especially pleasing, for the attack and finish attained in these reached a greater degree of smoothness than those where the tenors were more conspicuous. But this is a defect common in most vocal organizations, and is due to the fact that good tenors are very scarce, and usually in the minority.

The club had assisting it last night in solo work A. T. Goward, Benedict Bantly, Arthur Gore and Miss Ellen Maguire, besides Mrs. Herman Robertson and a string orchestra.

Mrs. Robertson played the accompaniments of the evening, and her artistic touch to the instrument added greatly to the song productions. The accompaniments were all taken with musician's skill and taste. Mr. Goward sang "Ave Maria" with chorus accompaniment, and the number proved one of the most delightful of the evening. Mr. Goward was in fine voice last evening, and not only solo work but through the programme was a tower of strength to the club. A great deal devolved upon him, but he proved equal to all demands. The solo in the Tubal number, which was sung by Arthur Gore, was given in robust voice, and the character of the song lost nothing by way of treatment.

But undoubtedly the greatest interest in the concert centered in the appearance of Benedict Bantly as a violin soloist, and Miss Maguire, of Vancouver, a contralto singer. Mr. Bantly has played in Victoria once before since his return from Germany, but the major number of those present had not heard him, and therefore were specially interested in the numbers which were down for him. He made two appearances. During the first he played an Allegretto in G minor, and during the second he played a Nocturne in F minor, and both were given with a fine and delicate touch. The first was given with a fine and delicate touch. The first was given with a fine and delicate touch.

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## SLOOP WRECKED AT COWICHAN GAP

### LONE OCCUPANT CAST ON BEACH FOR NIGHT

His Small Craft Was Smashed to Match Wood by the Tempestuous Seas.

(From Saturday's Daily.)

The heavy winds of the past week, it is feared, have been responsible for more than one disaster at sea, but until communication by wire has been restored to remote sections of the coast it will remain unknown just how serious the recent storms have proved. Elsewhere in these columns will be found the thrilling experiences of the barque Coloma, of the West Coast, yesterday, and from Cowichan the news is received of the wreck of an unknown sloop at Cowichan gap, and of the narrow escape which Mr. Kollosoff had of losing his life.

Mr. Kollosoff was a partner of the late Capt. McIlhenney, the shell merchant, who lost his life in July last while engaged carrying shells to the mainland. Mr. Kollosoff was caught in the heavy southeaster on Tuesday evening, and while trying to get into a sheltering rock his boat struck one of the many rocks in the vicinity of Cowichan gap. When she struck Mr. Kollosoff barely had time to launch his small dingy and get into it before the vessel was smashed to pieces. A few minutes the sloop was in match wood. After being all night camped on the beach Mr. Kollosoff made for the light-house, where he was well treated and cared for. From there he was sent to his home in a Japanese boat crossing the gulf. In the shell gathering business considerable risk is taken crossing the gulf deep loaded at any time of the year. The shells are in demand among the farmers of the lower mainland, who feed them to their chickens.

Mr. Kollosoff deeply appreciates the kind services rendered him by the light keeper.

Three weeks ago there was found in the same vicinity a boom of logs, the ends of the sticks of which were marked "P.P." This is the boom, it is supposed, that was lost off Trial Island some weeks ago. Information regarding the same may now be obtained by applying to Indian Moses, Kuper Island.

HEAVY DEMAND FOR COAL.

According to San Francisco papers there is a heavy demand for British Columbia coal at the Bay City, and extra steamers are being requisitioned to carry cargoes there. Many vessels have had to wait for coal at Frisco while it was being hurried from the north and west to meet the demand. At the Vancouver Island ports the demand for coal has been heavy, and many vessels have come up from the south to fill this bunkers. Yesterday morning the steamer Quito returned from Comox after coaling, and will take cargo from Tacoma to Shanghai. The steamer Jethu, lumber-laden, passed yesterday morning.

Concerning the demand for coal at San Francisco the Examiner on Tuesday had the following to say: "Six thousand tons of coal were brought here by the Norwegian steamer Tigra, which was loaded by the steamer Quito returned from Comox after coaling, and will take cargo from Tacoma to Shanghai. The steamer Jethu, lumber-laden, passed yesterday morning."

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## "BLACK PATTI" DEAD.

### Famous Colored Singer Passed Away at Philadelphia.

A Philadelphia dispatch announces the death of "Black Patti," the colored singer, who has been heard in Victoria on several occasions, first, appearing here with Ernie Hagan.

Flora Eaton, known on the concert stage as the "Black Patti," although only about 35 years old had acquired considerable renown as a singer, not only in this country but in Europe.

When quite young she sang for Queen Victoria, who, with her own hands presented her with a silk. The following day she visited relatives and on returning home was seized with convulsions and died two hours later.

"Black Patti" was born in Australia, but went to the United States when a child, living in Providence, R. I., with her parents. At the age of nine she sang in a church choir in that city and the marvelous range and quality of her voice soon attracted attention. Under the best teachers in the country she was prepared for the concert stage, which she followed with great success almost to the day of her death. On the evening of her death she appeared at a concert in a local church. The following day she visited relatives and on returning home was seized with convulsions and died two hours later.

SIX LIVES LOST IN RAILWAY ACCIDENTS

Two Engineers Killed in Collision—Five Greeks Crushed to Death Under Car.

Garfield, Dec. 5.—Two engines were put out of commission and two engineers instantly killed in a wreck on the Northern Pacific four miles west of Garfield at 11 o'clock to-day.

Engineer Rickarts was running a light engine from Pafouse east and had orders to take the siding at Cedar creek station and wait for No. 9, the passenger train from Spokane. As the light engine neared the siding the engineer remarked: "We have a minute and a half to switch before No. 9 arrives." As the light engine took the siding No. 9 was bearing down upon them. The fireman claims that he reversed the switch so that the passenger might pass. The engineer then called to him to jump on the pilot, which he did.

The passenger was on a down grade and running twenty-five miles an hour. As it neared the station, it turned in on the siding, and in an instant the wreck occurred. Engineer Brant, one of the oldest engineers in the employ of the Northern Pacific, was in charge of the passenger engine.

As the engines came together Engineer Brant was pinned between the tender and the boiler and crushed and burned to death. Engineer Rickarts was also pinned and crushed. Rickarts was a Greek, and was in charge of the boiler of his engine. The steam pipes burst and his face and body were burned in a terrible manner.

Both engines are fit only for scrap iron. The small baggage car was badly damaged. One coach is off the track and the track is badly torn up.

Three Persons Killed.

Cheney, Wyo., Dec. 5.—Three Greeks, who were helping to clear a wreck on the Union Pacific at Point of Rocks to-day, were crushed under a falling car, two of them being instantly killed and the other badly wounded.

A misunderstanding of orders issued by the dispatcher at Green river caused a head-on collision to-day between two light engines with cabooses and an engine with a freight car on the Union Pacific near Daly's ranch, fifteen miles west of Rawlins. Firman C. B. Johnson was killed, and Fireman Brown internally and probably fatally injured.

Engineer William Fulton, the east-bound train, had his nose broken and face cut. Engineer O'Donnell was slightly injured. The two engines were badly smashed, one caboose burned up and one car wrecked.

Train Ditched.

Ogden, Ut., Dec. 5.—Union Pacific passenger train No. 4, eastbound, was derailed 14 miles east of Ogden this morning. The entire train was derailed, including two day coaches, Brake-man H. T. Marsh and three passengers were injured.

Wrecked by Broken Rail.