Shipping Master Is Not Upheld

Department of Marine Says Canadien Certificate Must Be Accepted.

Italian Warship Arrives at Esquimait-Egeria Strikes a Rock.

(From Friday's Daily.) Considerable indignation was expressed on the waterfront yesterday because of the seemingly high-handed actions of the shipping master, William E. Laird, which it now transpires was not upheld by the minister of marine.

Captain Troup that a Canadian certifi-

cate was good, and today Captain Hickey will be given the command, which the shipping master denied him. As was stated in the Colonist yester-

chants Shipping Act, and as Canada cannot legislate with regard to British shipping, the Merchants Shipping Act governs the C. P. R. steamer. Moreover, the shipping master holds the steamer Princess Victoria is not a coasting vessel. The Merchants Shipping Act classes vessels engaged in the foreign trade and in the home trade. The home trade has its limits about the coast of the United Kingdom and in contiguous waters of the European coast between Brest and the mouth of the River Elbe. No provision is made under the act for vessels coasting in the British colonies, on the coasts of the colonies governs the coasts of the colonies governs the coasts, and, as stated yesterday, the Canadian regulations on the colonial coasts, and, as stated yesterday, the Canadian regulations do not apply, and as she is not running on the coast of the United Kingdom or the European to the Columbia river and Cape Spencer in Alaska on the Pacific toast.

Shipping Master Laird holds that the Princess Victoria, being a British ship, the Canadian regulations do not apply, and as she is not running on the coast of the United Kingdom or the European coast between Brest and the Elbe, but running between Victoria and Seattle, she is a vessel engaged in foreign trade—this is his contention—a Canadian master mariner holding a Canadian certificate permitting him to engage on coasting vessels, cannot take command.

It is stated that the shipping master has obtained a hard or the shipping master as the policy for the battle told by

and officials of customs and other ma-every gun on us. A projectile s rine departments have stated their the forward barbette, in which is

of the charge of a 12-inch gun, and rendered us all insensible.

"I got out of the smoke-filled barbette to the deck and found there a rain of projectiles. Dozens were lying dead or wounded at every turn. I returned to the barbette but was only able to fire the barbette but was only able to fire. opinions as against the action of the shipping master.

In the meantime Captain Hickey is deprived of his command. The shipping master refuses to accept the Canadian certificate which he holds, issued by the minister of marine. And this, too, with the certificate entitling Captain Hickey to command a British vessel engaged in the coasting trade of the United Kingdom, for an order-incouncil has been issued which states that a Canadian certificate is recognized under the British shipping regulations. Captain Hickey could command a British vessel sailing out of Liverpool for London or in any other trade of the United Kingdom, but the shipping master of Victoria says that his certificate is not good enough to allow of his commanding a steamer running between Victoria, Vancouver and

make a stay at Esquimalt and will return south in July. She is a small two funelled cruiser.

Maeistrom of Sheli.

The Toklo correspondent of the Daily Telegraph sends a description of the naval battle from a correspondent with the Japanese fleet, who describes the sorted of the damped of the Japanese fleet, who describes the sorted of the Japanese fleet, who desc

THE YUKON'S NEW GOVERNOR. The Mail and Empire. The new governor of the Yukon is Mr. W. W. B. McInnes, formerly M. P. for Vancouver. Of this gentleman his friends speak with a good deal of confidence. It is claimed that he is opposed to operations such as those which have distinguished the Yukon under Mr. Siften, and that he may be relied upon to conduct a clean administration. Certainly he has the chance of his life. More than this, he has given evidences of a desire to do what is right, and to fight the boodling evil. Early in the history of the Laurier administration he tried to stop the biggest raid ever made upon the public resources of Canada. The facts, as understood, were these: The British Columbia government had granted a huge land subsidy for the construction of the British Columbia Southern railway. The land factuded great coal areas in the Crow's Nest Pass. Nothing was done by the company until the election of the Laurier government. Then the Toronto Globe, which had published articles opposing any grant to the British Columbia Southern by the Ottawa government, suddenly veered round and prosecuted a noisy campaign in favor of a huge money bonus. Suspicion was at once aroused. The change was most extraordinary. Nobody believed that it was seffected out of disinterested motives. Mr. McInnes opened fire upon the organ in parilament. He charged that there was something deceitful in the operations of the paper, and insinuated that it was using the Liberal party that its directors might make profit. A deal had been entered into with the Canadian Pacific, and the organ was endeavoring to serve that company and itself. Mr. McInnes declared The Mail and Empire. To the Northern Interior

Route to Great Ootsa Country, Bulkley Valley and the Nechaco Country Via Quesnel



ferred to International

Steamship Company.

scows in tow, arrived in the harbor last night; the Trader, with a boom of logs, and the J. L. Card, from cannery ports of the north, were wind-bound off Oak Bay. The only arrival from the deep sea was the steam collier Welling-

o load another cargo of coal for Sai

Francisco.

The matter of the shipping master's refusal to accept Capt. Hickey's papers for the steamer Princess Victoria has been settled by the action taken by the minister. The Princess Victoria is making good time on the three-port route and travel is increasing. The C. P. R. gives notice with regard to the sailings of the Princess Victoria that tickets sold for that steamer are good also for passage by the steamer Whatcom, which sails at 9 p. m. and vice versa.

Yesterday a report was received from

Yesterday a report was received from Puget Sound with regard to the steamer Whatcom that the vessel with the steam-er Rosalie had been transferred to the International Steamship Co. It is under-

stood that the change is purely a techni-cal one, the new owners being affiliated with the Alaska Steamship Co., which has interests in several of the Puget Sound trasporter time companies, actacly

has interests in several of the Puget Sound transportation companies, notably the Puget Sound and Alaska Steamship Co., and the La Conner Trading and Transportation Co. The change, it is understood, will not affect the running agreement made between the C. P. R. and Alaska Steamship Co.

HAS FALLEN OFF. Demand for Tramp Steamers Has Died Down Since Rush to Japan Ceased.

wise business, however, is active between United States Pacific ports at very firm

THE LUMBER FLEET.

Vessels Loading at B. C. Mills and Others Expected to Load.

Officer of Rolestvensky's Flad evening. The correspondent continues: News of the

ship Describes the
Bloody Fight.

Rain of tiuge Projectiles Swept
Everything Making Decks
a Shambles.

London, June 3.—The Tokio correspondent of the Daily Express sends a story of the battle told by an officer of the battleship Borodino, who is now at Sasebo. The officer says:
"Admiral Rojestvensky came on board early in the battle and directed the fighting from the Borodino's flying bridge. At 3 o'clock the Japanese battleships Shikishima and Fuji opened every gun on us. A projectile struck the forware barbette, in which I had early in the parties of the parties of the parties of the flatting from the Borodino's flying bridge. At 3 o'clock the Japanese battleships Shikishima and Fuji opened every gun on us. A projectile struck the forware barbette, in which I had early in the parties of t Whatcom and Rosalle Trans-

so that the shells had to be carried by almost appearing on warships, that have ping master of Victoria says that his certificate is not good enough to and as the destroyer, the price and as the destroyer, and as the destroyer destroyer, and as the destroyer destroyer, and the strength of the strong the form of the strong that the strong the form of the strong that the strong the strong that t

island, will leave Vancouver today for Skagway in tow of the tug Escort 2. The barge is loaded with cattle. In order to carry the cattle cargo the barge has been strengthened. She has been arched and trussed to strengthen her, and planks are being placed across the railroad tracks on the hull in order that the cattle may have a good floor to walk and rest upon. The deck space is being divided and into two compartments by the use of cattle gates. When the barge is loaded she will have 175 head of cattle, 200 hogs and about 500 sheep. The animals will be quartered much more commodiously on the barge than could possibly be the case were they being transported in the 'tween decks of any of the coasting vessels.

Since the rush of flour to Japanese ports by reason of the imposition of new war taxes, to come into force on July 1, there has been little business offering for tramp steamers on this coast. The steamer Ilford, which arrived at Moji via Salinas Cruz a week ago, is still without a charter, and the steamer Comeric, which was idle at San Francisco, has come to Puget Sound seeking a cargo. The demand for steamers for the Crient has ceased, the regular liners being able to handle all the business that is now offering. A little later there will probably be a demand for steamers to carry lumber to Panama, but shipments will not be ready for about a month yet. Foreign lumber business is dull; coastwise business, however, is active between Inticed States Peacific ports of years for a supplementation. ((Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

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The British ship Senator, Capt. C. P. Kinney, has completed loading lumber at the Hastings mill and is now lying in the stream. She has 1,434,768 feet of lumber destined for East London, South Africa, and will get away to sea this week. The American bark Prussia, 1131 tons, will complete loading lumber this morning at the Hastings mill, and will be towed to sea next week. She will take out about \$70,000 feet of lumber, destined for Yokohama, Japan. The British ship Springbank, under charter to load lumber at the Hastings mill, is daily expected to arrive. She sailed from San Francisco on May 13. The time used is Pacific standard for the will carry carge of Live Stock to Skagway.

Barge Georgian, recently built to replace the ferry barge lost at Hornby

Barge Georgian, recently built to replace the ferry barge lost at Hornby

Barge Georgian, recently built to replace the ferry barge lost at Hornby

Take time ased is Facilic standard for the ferry middle form of the countried to midnight to midnigh Barge Georgian Will Carry Cargo of Live Stock to Skagway.

NICHOLAS IS STUBBORN. Has Not Changed His Position With Regard to Prosecution of War.

St. Petersburg, June 4 .- In the course of a conversation between the Associated Press and one of the Emperor's ministers, the minister declared that the Emperor had not yet changed his position with regard to the prosecution of the war on account of the destruction of Vice Admiral Rojestvensky's fleet.

IN THE HOTEL LOBBIES.

Portland Exposition Promises Well, but Exhibits Are Not Yet All Placed.

E. D. McMartin and James D. Mc Martin, of Toronto, are among those registered at the Dominion hotel. They have just returned from a visit to the Portland exposition and say that it is great show, but in many instances the exhibits are not in place. A con-siderable crowd was present on the opening day, but, of course, travel has not started in in earnest yet. The fair romises on the whole to be a great

Alejander Carnie, of Tod Creek, is registered at the Dominion. He says the industry of cement manufacturing is proceeding smoothly, the company having many orders ahead. F. B. Seeley, of Copper River, Alaska, is in the city, a guest at the

or the superstructure of the C. P. R. hotel, is in the city, a guest at the Mrs. E. V. Campbell and Bertha Cook, of Seattle, are guests at the Do-

ninion hotel.

Dr. Kenneth Turner, of Seattle, is in the city, a guest at the Driard.

Frederick E. Young, of the Crofton smelter, came down from Crofton yesterday and registered at the Driard. Rev. James R. Hill and wife, of Toronto, are in the city, guests at the Dominion. They are on a holiday visit

DEATH OF THE ROYAL SOCIETY.

DEATH OF THE ROYAL SOCIETY.

B. V. in Montreal Gazette.

Of those who gathered in Ottawa in May, 1882, for the inauguration of the Boyal Society, which the Marquis of Lorne (now Duke of Argyle), then governor general, had founded, a good many of have passed to their long home. The verneral have passed to their long home. The veneral George Barnston, of Montreal, was the first to create a vacancy, and others followed, one by one, until today more followed, one by one, until today more disappeared. Among these are seven of the original members have obtuary list comprises some dintinguished in the pages of our history. Sir William Dawson, Sir Daniel Wilson, the Hon. P. G. O. Chauveau, Francher de Saint Maurice, Oscar Dunn, John Lesperance, Mgr. Tanguay, the Yery Rev. Principal Grant, Dr. George Lawson, Charles H. Carpmael, Sir John Bourinot, Dr. Hunt, Alexander Murry, Dr. Selwyn, C.M.G., Dr. G. M. Dawson, C.M.G., the Hon. F. E. M. Tanguay, the yery lawson the progress of his pupils in intellectual work alone. No one ever thinks of holding him responsible for any physical imperfections in the children under his care.

"Judging by what can be observed almost everywhere, it is evident that the most everywhere, it is evident that the

Mulock Was Meddlesome

Sald That His Action Caused Fallure of Mexican Steamship Service.

Notified Mexico That Canadian Government Transferred Subsidy to Atlantic.

Steamship Company.

Steamship Line Toronto Mail and Empire.

Steamship Line To According to the Ottawa correspon

Corsi Comillo, now at Esquimalt, is to be open to visitors from 1:30 p.m. to be open to be

"The steamers will carry the British flag and are to make monthly trips. The contract runs for five years and the line receives subsidies from both the Canadian and Mexican governments—\$50,000 per annum from each.

"The great growth of exports from Mexico to the United States, which increased from \$6,500,000 in 1880 to \$42,-250,000 in 1903, has been largely the cause of subsidizing this line, and every effort will be put forth to divert a portion of Mexican trade from the United States to British Columbia." United States to British Columbia.

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6:54 secured by the change a material advance-ment. They displaced men on that Ameri-can line. They have not been sent back to Canada, though they may be after this petty exhibition. It is a queer rule that does not work both ways.

> CANADIANS AT PORTLAND EXPO-All visiting the Exposition should secure their rooms in advance.
>
> Mr. A. Denny (Canadian) has first class furnished rooms to rent, \$1.00 a day each person. Quiet vicinity; close connections with all car lines.
>
> Four minutes from city; ten minutes from Fair Grounds. Address:
>
> 431 MONTGOMERY ST., PORTLAND, OR.

Hygicne in the **Public Schools**

First of Series of Lectures Delivered Yesterday at the High School,

Condemns Very Severely Text Books on Hygiene Now

(From Friday's Daily.) The first of a series of le given on Friday afternoons by Dr. C. J. Fagan, secretary of a provincial board of health, the pup and teachers of the High school and and teachers of the High school few others being present. His swas "Hygiene as Taught in Our Schools." His Honor the Lieut-nor presided, and with him on the form were Principal Paul, Rev. Wile Clay, Rt. Rev. Bishop Perri Mr. Muskett, secretary to His Homer "The body and mind," said the

that for the proper development of the individual, the body must be considered and cared for as well as the mind.
"Recognizing the elementary principle that the continued existence of a free country depends on the general genee of its people, the state has assumed the right to enforce the education of her future citizens and to prescribe the kind of instruction that shall be given them. In this instruction should be instruction about the control of them. In this instruction should be cluded physical as well as intelled

Objects of the School
"The very laudable object of the state
establishing public schools is to ensure sible for any physical imperfections in the children under his care. "Judging by what can be observed al-

"Judging by what can be observed almost everywhere, it is evident that the majority of men and women know very little about hygienic conditions, and when it is considered that the teacher alone has an opportunity of reaching all classes through the children, it becomes of the greatest importance that children should not only work under hygienic conditions and be under a teacher who not only understands and appreciates such conditions, but also that they should be carefully instructed in the principles of hygiene so that the man and woman of a few years hence may themselves know the meaning of proper conditions of liythe meaning of proper conditions of liv-

"Opinions on Subject

"Opinions will doubtless differ as to what should be included in instruction in hygiene in our schools. Is it necessary or advisable to teach physiology and as much anatomy as will explain the functions of organs? Children often get most absurd notions of these subjects."

As an illustration Dr. Fagan quoted an anecdote from the British Medical Journal. "What is our blood composed of, and how does alcohol act upon it?" was asked of a numi. Who made the re-

VICTORIA'S POPULAR RESORT. Hotel Strathcona, Shawnigan Lake, Enjoying Deserved Popularity.

Of all the suburban resorts accorded patronage by Victorians desirous of getting away from the city for a quiet day with nature, none is more generally favored than is Shawnigan lake, the one

THE WAYS OF SWEETHEARTS She (with emotion)-Do you reall

She (with emotion)—Do you really care for me just as much as when we were first engaged?

He (with conviction)—Yes, lovey, every single bit as much.

And at the time this conversation took place they had been engaged just four teen hours, eight minutes and twenty five seconds.

Monkey Brand Soap removes all stains rust, dirt or tarnish - but won't wash VOL. XLV

E.&N. D Consun

Transfer of Rail

Old Board of D and a Ne

to C. P. R.

Island to Be The ed-The His

RANSFERS an which the C. stock of the E from the owne terday afternoon. directors, consisting of president; Joseph Hu and Messrs. J. Little, Hon. C. E. Pooley, roboard was appointed liam Whyte, A. R. pole, J. S. Dennis an Whyte subsequently dent and J. S. Der The transfer include land grant, the latter proximately one million. land grant, the latter proximately one millio J. S. Dennis, C. P. was interviewed on the transfer, stated that just taken place, and was not yet in a posi details of managem which was to be pur discuss the future plasted that the stated, however, tunder the manageme from this day on, a will be made in the expresent. present.

It is understood the it is newly constitute early date men in the

pose of reporting upo cultural and other re-acquired with a view for plans for further will therefore be prob-fore the plans of the Negotiations for ti-the E. & N. began although preliminary the E. & N. began although preliminary going on for some t first the agreement only the taking over oing stock and fleet, developed, however, at to whether the land, line of railway, won and new negotiations for the acquirement of for the acquirement E. & N. Railway Co. It was necessary to tory legislation at O done during the pres House of Commons, ceived the royal assemu weeks ago.

It is a matter to be nection with this impo-during the entire perio of the E. & N. Railw board of directors, the relations existed between dits employees. As and its employees. As it may be stated that ployees are a number the service ever since t turned on the road.

cularly opportune at the Following is an absort made by J. D. Harry of state, dated 1874:

"To Victoria the que tion of the railway to portant, because there terms of union which shall be any portion of upon Vancouver Island
der-in-council and the
claimed for the Island
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the terminus at Esquin
came understood that not yet so far advanthe Canadian govern the construction should at once be Pacific might be a steam ferry thence to be established, and w portion of railway a tion with Esquimalt, with the finest harbor on northern Pacific. It that from its opening considerable and profit this line in the carriage malt from the mines Departure Bay. Mortended that in view of the carriage mails of the carrier of t possibility to complet of the transcontinent

the time originally lin people of the Island, a their disappointment

A long-continued ag

respect to the buildin and finally the termi settled in 1883 by an was made between the ernment and a party the head of whom w Robert Dunsmuir, to quimalt & Nanaimo graph line—the capit posed company to b act of the British Co was passed, Dec. 19, Dominion government certain tract of land limit from the provi the east side of Vance bounded by a straight the head of Saanich in on the straits of Fuca to Crown mountain; the Seymour narrows; the east coast of Vancouve easterly to the point of either by crown grant held under lease, agredian reserves or settle or military purposes, ing to the northward east and west half mouth of the Courter district, and Seymou land, and seymou district, and Seymour land so granted to the ever, included, accordin coal, coal oil, ores, stot slate, mines, minerals whatsoever thereupon, t in." Later it was de and gold were excepted the provincial government.