

FATES RESOLVED TO BRING CHINA AND JAPAN TO WAR

One Thing After Another Crops up to Prolong the Agony—How Seizure of Japanese Steamer Came About—The Manchurian Trouble Seems to Grow More Complicated.

TOKIO, Mar. 8.—The fates seem to be resolved to embroil Japan and China by fair means or foul. No sooner does one diplomatic issue appear to be on the verge of settlement than another crop-up to prolong the agony and keep the Tokyo foreign office and the Chinese foreign board more or less busy.

Now a Chinese warship seized a Japanese merchant steamer, the Tatsu Maru, in Chinese territorial waters just outside Macao harbor and escorted her to Canton on the charge that she was engaged in an attempt to smuggle arms and ammunition into China. To add to the irritation inseparable from such a course of action, the Chinese commander hauled down the Japanese flag and hoisted the Chinese dragon ensign in its stead. The Japanese foreign office has lodged a strong protest with the Chinese foreign office, demanding the immediate release of the Tatsu Maru and the punishment of the officials responsible for her seizure. Quite irrespective of the merits of the case, the Japanese minister maintains the action of the Chinese authorities in seizing the steamer and hauling down the Japanese flag was an insult to Japan even though it were the outcome of a misunderstanding.

The facts of the case as nearly as can be ascertained from both sides appears to be these:

The Japanese contention is that the vessel, the Tatsu Maru, was carrying ninety-four cases of rifles of ammunition consigned by the Ataka Shokai of Osaka to Kwong Yoo & Company of Macao, who are licensed by the Chinese government to deal in arms. It is asserted that the Ataka Shokai had obtained the necessary permit from the Chinese authorities to transport the arms and ammunition and the usual customs and police formalities had been complied with at Kobe. The fact that the Tatsu Maru was carrying arms and ammunition is explained by the statement that her draught was too great to permit her to enter the harbor in safety and that the intention of the captain and the consignees was to have the cargo discharged into lighters. According to the captain's story, the vessel was in possession of a certificate issued by the Portuguese authorities at Macao, the Chinese government was informed that she was bound for Macao with a cargo of 144 cases of arms and ammunition consigned to a Chinese and that he had been ordered by the Tatsu Maru to stop the discharge of the cargo. Later two customs officials and twenty blue-jackets boarded the steamer. The incident created no small excitement among the Chinese garrison, and apprehensions being entertained that the Japanese cruisers in Hong Kong harbor might attempt a rescue, in which event it is deemed probable that the Chinese garrison would have sent the Tatsu Maru to the bottom without further ceremony. The fact would then have been in the hands of the Chinese government to safeguard the vessel against any attempt to escape that the Chinese commander ran up the dragon flag, thus technically placing the vessel under arrest.

Further inquiry has elicited the information that the seizure of the Tatsu Maru was brought about through a report sent from Kobe to Osaka to the Chinese authorities to the effect that although the rifles and ammunition were consigned to a firm in Macao, they were really to be smuggled into the hands of insurgents in the interior of China. Acting on this assurance the Chinese authorities took immediate steps to seize the steamer and it is surmised that the informant of the Chinese government may have been a Chinese residing in Japan.

The Shupen Union of Japan, one of whose members is the owner of the arrested vessel, has not been idle, but has adopted a resolution calling for the immediate release of the steamer and for payment of proper compensation. In the meantime the situation regarding the captive steamer has been one of confusion of adjustment, and yesterday a high official of the foreign office had the following to say with regard to Japan's course of action: "Japan will not resort to force in connection with the seizure of this vessel unless compelled to do so by the action of China."

PEKING, Mar. 8.—China's activity to recover full sovereignty in Manchuria has aroused the Japanese to opposition. Japan has raised the standard of her postal officers, increased the effectiveness of her postal system, which is one of the Japanese government's special instruments of aggression and is harnessing the Imperial Chinese post by such means as the following:

Japan refuses China certain postal privileges on the south Manchurian railways to which she is entitled, has broken open Chinese mail bags secretly, confiscated one mail bag and contents, and conducts a parcels post over her railways while refusing to carry the parcels of the Chinese post.

Russia has been Japan's success in her postal policy. The warfare between the Chinese and Japanese postal service began in April, 1907, immediately after the evacuation of the Russian and Japanese troops. Shortly after that date, China discovered that Japan had had a secret compact by which the Imperial Chinese post office was excluded from the through mail traffic between Eu-

rope and the east by way of Siberia and Manchuria. The mails from Europe are carried by the Trans-Siberian railway, and are delivered by the same post office to address in Chinese cities. Russia claimed the right to annex China in this matter because China was not a member of the international postal union. Japan retroceded Russian delivery of European mails by delivering all Europe-bound mails to her. China then notified the postal union office at Bern that she would come into the union at the next congress, which meets in 1911. She has since been seeking a modus operandi with Japan to safeguard her sovereign postal and telegraph rights. In January, Japan submitted to the foreign board for discussion preliminary proposals and a scheme for a postal convention. In it Japan asks for the consolidation not only of her present postal and other communication in Manchuria, but for enactment into permanent rights of certain privileges over the Chinese Imperial railways in Manchuria and China proper, which she has held by grace from the period of the Boxer trouble. Japan's execution, if successful, will open the way for a demand for similar privileges from other powers.

LONDON, March 8.—A special dispatch received here states that China has apologized to Japan for hauling down the Japanese flag when the steamship Tatsu Maru was seized. The dispatch further states that China will reply to the Japanese government regarding the seizure of the steamer and the hauling down of the Japanese flag.

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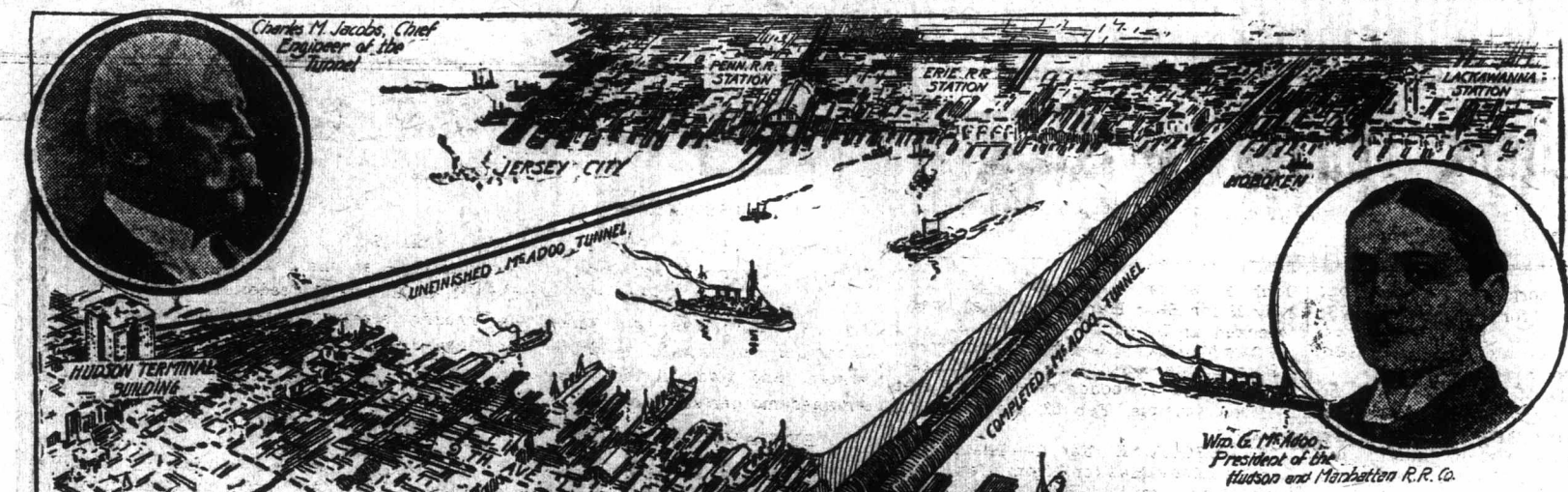
ADMIRAL POND ON THE LONG DRIVE Was Famous Figure on the St. John River for Many Years

The death occurred in Michigan a few days ago of Levi W. Pond of Edmundtown, N. B. Mr. Edmund Pond of Port Fairfield, Me., is a son of the deceased. He was a well-known figure on the St. John river, upwards of eighty years ago. His death was due to a complication of diseases.

The late Mr. Pond was widely known along the St. John river, particularly among the many people who are connected with the lumber industry, from the stream driver to the mill-owner. Mr. Pond was an expert in the transportation of logs in the stream and for many years during freet time in the spring had entire control of the stream driving of the logs which came down the St. John river while these logs were passing through that portion of the country which extends from Grand Falls upward for an hundred miles or more. Mr. Pond's work, in which he was aided by a small army of men, was to hurry the logs forward and for his ability in this phase of the business he was justly celebrated.

Mr. Pond was the inventor of the Pond shear boom. This is a contrivance on the river in which the influence of the current in the river will hold it in such position that the logs, coming down river with the tide, will, having struck it, shear in the desired direction. The chief use of this boom is to shear the logs off points and bars, thus saving time, labor and expense. The shear boom at Fredericton was installed by Mr. Pond, as well as those from that city, all along the river to a point far above Grand Falls. Mr. Pond received his early experience in the transportation of logs on the Mississippi river. He came to this country in the early sixties. The reforms and innovations which he introduced in connection with the driving of logs down the St. John have proved of great benefit to the lumber industry both at St. John and along the river.

Mr. Pond, until the last few months, was a very active man. He was a main drive while they separated their own logs. Mr. Pond, whose duty it was to see that the drives were forwarded in the most expeditious manner, and the interference and loss of time and when the authorities failed to aid him, with characteristic grit and determination he took the law into his own hands. For a few days it seemed as if the matter would develop into a guerrilla warfare and the population of the upper river sections were thoroughly wrought up. The climax came when one day Mr. Pond came down river with a half-score of trusted volunteers to cut a boom which had been swung



\$100,000 FIRE AT PORT MORIEN

Wash Plant of Dom. Coal Co. Destroyed

Firemen Unable to Save Anything—Sydney Hotel Badly Damaged

HALIFAX, March 8.—At about 1:30 o'clock this afternoon a fire started at the coal washer of the Dominion Coal Co., near Port Morien, C. B., and completely destroyed the plant, leaving nothing but a small trestle standing. The loss is estimated at about a hundred thousand dollars, covered by insurance.

The Glace Bay firemen, who were notified, were hurried with their equipment to the scene of the fire by a special engine, but once the fire got into the engine house they saw the futility of trying to save the plant. Nevertheless they did not relax their efforts. The loss is estimated at about a hundred thousand dollars, covered by insurance.

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NINE BOSTON CHINAMEN FOUND GUILTY OF MURDER

Wealthy Merchant Instigated Raid on Rival Society, Several Members of Which Were Shot to Death—Trial Has Cost the State More Than \$20,000.

BOSTON, March 7.—Warry Charles, the wealthiest and one of the most influential merchant Chinamen in Boston, and eight of his countrymen, believed to be notorious "hatchet men," were late today found guilty by a jury in the superior criminal court of murder in the first degree on four counts.

The men today found guilty are Min Sing, Hong Woon, Leung Gung, Wong Duck, Wong Hong, Joe Guey, Dong Bokling, Yee Jung and Warry Charles. The men were accused of the murder of Ching Mong Quin, Wong Shu-chung, Chin Lee and Lee Kai Hem.

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AN AGREEMENT IS IN SIGHT

International Fisheries Question

Treaty to be Made Between Great Britain and the United States

OTTAWA, Ont., March 8.—A basis of agreement has practically been reached between the United States and Canada relative to the final settlement of the fisheries question of all the boundary waters between the two governments looking to the drafting of a special treaty which will be made between Great Britain and the United States. It is understood that provisions are being made for joint regulations framed by a board of six commissioners, three appointed by the United States and three by Canada, in respect to close seasons, size of nets to be used, granting of licenses, etc., for the waters of the Pecosquoddy Bay, St. John River, St. Lawrence River, westward from the beginning of the international boundary at St. Regis, Quebec.

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WOULD DO LESS WORK AND LIVE LONGER

Mr. Justice Mabey, However, Will Likely Succeed Killam

OTTAWA, March 8.—Although no final action has been taken by the government in regard to the appointment of a chairman of the board of railway commissioners, it is understood the appointment will be made within the next few days. The names of several of the leading members of the Ontario bar and bench have been considered, any one of whom would be a suitable man if he could be induced to accept the position. It is now understood that the appointment is most likely to go to Mr. Justice Mabey of the Ontario high court bench, who stands very high among the members of the profession as a man of splendid legal attainments and who is well fitted in every way to sustain the high status of the commission as a court of equity.

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THREE LIVES LOST IN MONONGAHELA RIVER

Tow Boat With Two Flats Went Over-Dam

PITTSBURGH, Pa., March 7.—Three lives were lost tonight when the tow-boat Stella Moren, with two flats of coal went over dam No. 5 on the Monongahela River at West Ferry, Pa., and sank in 30 feet of water.

The dead: John Cox, engineer; Charles Lorraine, deckhand; John Bards, fireman.

The Moren was about to enter the lock when the strong current due to the high water swung her around before she could be controlled and the vessel and flats were swept over the dam and completely wrecked. Cox was caught between the lock wall and the boat and crushed to death. The rest of the crew, numbering ten men, were thrown into the river, but all were rescued except Lorraine and Bards, who were not seen after the boat went down.

The Stella Moren was owned by the Monongahela Consolidated Coal and Coke Co. The loss is estimated at \$20,000.

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HAD SCARCELY FINISHED SPEAKING WHEN DEATH CAME

HOPKINSVILLE, Ky., March 8.—Walter E. Downey, postmaster at Harvey Bank, and one of the best known residents of that place, dropped dead at his home yesterday. On Friday Mr. Downey, who is about 70 years of age, was in his usual health, when he took a slight pain in his arms. As the pain grew worse he remarked to a member of his family that if it went to his head it would likely kill him. The words had scarcely left his lips when he fell to the floor, and almost instantly expired. The deceased leaves three sons—Ernest in Australia, Wilford in Minneapolis and Herbert of Harvey Bank—and one daughter, Mrs. Harland Brewster of British Columbia.

BODY OF AGED LADY FOUND FROZEN STIFF

HILLSBORO, N. B., March 7.—Mrs. Nancy Bennett, an aged lady of Lower Hillsboro, was discovered dead in her house last evening, where she lived alone. Her neighbors not noticing any sign of life around the house for some days, supposed she had gone to visit her son at Hillsboro, but after learning that this was not the case they passed an inquest into the house, where they made the startling discovery of the old lady's lifeless body frozen stiff. She was dressed and lying across her bed. Her coroner, was at once summoned, but he deemed an inquest unnecessary.

A GREAT GAME.

"Did you enjoy the ball game yesterday?" "It should say I did. The umpire was hit on the shin by foul tips no less than four times. Say it was simply great!"—Detroit Free Press.