PLENTY OF IRON FOR CAR WHEELS

MAGNETIC ORE IS SUITABLE FOR THIS

Huge Deposits Are Found--Limonite and Hematite Are Plentiful

(From Wednesday's Daily.)

Such plants as could use magnetic iron ore will find an inexhaustible supply on this Island according to the statement of W. M. Brewer, ore buyer for the Tyee smelter. Amongst others the car building industry could utilize these, as magnetic iron is largely employed in making car wheels. For rails, an ore which is not so rich in phosphorus is employed, as no matter how the ore is smelted, even if the same chemical re-actions are obtained in the product, if the original ore was phosphorescent in character, the iron is of a more brittle character.

Discussing the matter, Mr. Brewer said:

"During the early nineties, while connected with the state geological survey of Alabama, I was brought into contact with the ironmakers of Alabama and Tennessee, and made several examinations of the iron ore deposits. In 1902 I was employed by Homer Swayney to make a report on the iron ore deposits on Texada Island, also those on the west coast of Vancouver Island, including Sarita River, Cooper Island, Sechart, and when the Bugaboo Creek iron ore deposits were first discovered I was employed to make an examination of them. They were found in 1899.

"I have no hesitancy in stating that so far as quantity is concerned, the magnetic deposits referred to contain what may be called an enormous tonnage. All of the deposits mentioned are magnetic, and while the development work has not been sufficient to block out tonnage so that it could be accurately measured, that fact does not deter me from estimating the total tonnage as of very large extent.

Special Methods Necessary.

"The idea that an iron ore deposit can be developed, and the ore blocked out in the same manner as would be done in a copper or gold mine is in my opinion hardly feasible, because the value of iron ore is so low that the dead work required to block out tonnage would cost so much as to be practically prohibitive. In the south the estimate of tonnage in an iron ore deposit where the ore occurs in lenses as it does either in limonite or magnetite is made from judgment and geological knowledge rather than from actual development work. But where the character of the ore is a red hematite or fossiliferous the question of tonnage can be readily proved, because this class of ore occurs in seams similar to coal.

"The main point about the iron ores in British Columbia and their adaptability for the contents of phosphorus, because car wheels, to be of the best quality, should be made of charcoal iron, in the manufacture of which the phosphorus in the iron ore cuts a much greater figure than in the manufacture of coke iron. So far as my experience goes the analysis of the magnetite shows a sufficiently low content of phosphorus to bring it within the limit where good charcoal iron, suitable for first quality car wheels, could be made.

Requires Special Knowledge.

"In smelting iron ore, though, magnetite alone is not considered the most desirable charge for the furnace, but a mixture of limonite, bog or red hematite iron ore with magnetite is a desirable burden for the furnace.

"In the Quatsino Sound country there occur what are described as quite extensive deposits of limonite or brown hematite iron ore. Consequently we have in British Columbia, the mixture desirable as well as the grade so far as contents of iron carried by the ore is concerned. To my notion the main feature to be considered in the establishment of any iron manufacturing plant or car plant would be a commercial question, whether capitalists can be shown that cars can be manufactured on this coast at such a cost as would enable the manufacturer to compete with the car works in other portions of the continent. This is a question that can only be answered satisfactorily by practical car builders, and if I might be allowed to make the suggestion, I would refer the whole matter to several manufacturers of cars already in the business; because, if you can show these men that such a plant could be run here as a commercial success, they would be the first parties to be ready to subscribe capital, which would need to be of a very considerable amount to establish such an enterprise.

"The ordinary layman, promoter or speculator is not, in my opinion, the right man to undertake to establish any such manufacturing plant, because failures usually result from ignorance and incompetency of the incorporators of enterprises, where technical knowledge is an absolute necessity."

ROYAL CADET.

London, May 1.—Prince Edward of Wales, eldest son of the Prince of Wales, to-day joined the Royal Naval college at Osborne, Isle of Wight, as a cadet. He will be treated exactly the same as the 400 other cadets, will occupy a bunk in the college dormitory and will be restricted to the 25 cents weekly pocket money allowed by the regulations.

Prince Edward was born June 23rd, 1894.

STEAMSHIP ARRIVALS.

New York, May 1.—The following steamers have arrived: Kaiser Wilhelm Der Grosse and Grosser Kurfurst, from Bremen; Caronia, from Liverpool.

LICENSE REMOVED.

Board of Licensing Commissioners Punish Proprietor of the Commercial Hotel.

(From Wednesday's Daily.)

As a result of the investigations conducted by the licensing commissioners into the alleged misconduct of the proprietor of the Commercial hotel, which were concluded at a special session yesterday afternoon, the licensee will not only lose his privileges but will be compelled to dispose of his interests within four weeks' time.

The board had met on three previous occasions in connection with these charges, and all the meetings, including that of yesterday, were held in camera.

Evidence was given by a resident of the city that his wife had been detained in the hotel for immoral purposes, and the commissioners arrived at a decision only after the matter had been thoroughly gone into. Mayor Morley suggested that the punishment should fit the crime, and favored a removal of the proprietor's license, and in this he was supported by Commissioner Ross. Commissioner Phillips, however, thought that the penalty was too severe, and voted against the resolution inflicting it.

IRON CLAIMS PROMISE WELL

WORK WILL BE DONE ON THEM THIS YEAR

D. J. Mathews, Representing Rich Syndicate, Has Located Group of Properties at Quatsino Sound

(From Wednesday's Daily.)

E. J. Mathews, representing a syndicate which includes the well-known capitalist of the Northwest, Peter Larsen, of Helena, has returned from a trip to the west coast of Vancouver Island. Mr. Mathews, on behalf of those whom he represents, has just made an inspection of the bog iron deposits which have been recently located on the west arm of Quatsino Sound.

These deposits are contained in about twenty claims, according to the indications, but several adjoining claims have been located. Mr. Mathews says that the indications are excellent, but that it is too early yet to say anything definite with respect to the deposits and their value.

The properties are not far from those located some years ago at Quatsino, and which have since been purchased by J. A. Moore, of Seattle. Mr. Mathews last summer sent two prospectors into that country to search for iron deposits. These were Messrs. McNeill and Anderson. The men located the claims mentioned, and these have been properly recorded, and are now under the control of the syndicate.

The claims are not far from tidewater—only about five miles. The building of a line of railway from them to deep water would not be a matter of any trouble. If the deposits turn out as expected therefore, it is more than likely that the attention of those interested will be turned to the matter of establishing a smelter sooner or later. The interests back of the proposition are well able to finance any undertaking which may be agreed upon with the millionaire Peter Larsen at its head.

Mr. Mathews is making arrangements for placing miners on the claims this summer for the purpose of ascertaining just what the properties contain. Until they have done preliminary work it is impossible to know what their value is from a commercial sense. The surface showings are excellent, however, and there are indications that the claims are going to prove very valuable.

WARNED BY WIRELESS.

Manila, May 1.—Earthquake experts believe that it is possible to be warned by wireless telegraphy eight or ten hours in advance of shocks. Tests are now in progress as the result of observations during the last tremor. At that time vibrations in the wireless were noted eight hours before the earthquake was felt. The phenomena can be explained on no other hypothesis.

CUSTOMS REVENUE.

Ottawa, April 30.—The customs revenue statement shows collections for March to be $4,468,394, an increase of $527,400 over March last year. For ten months the revenue was $44,122,292, an increase of $6,135,268.

FAMINE FOLLOWS EARTHQUAKES

Great Suffering in Turkish Armenia Where Food Supplies Are Almost Exhausted.

Constantinople, May 1.—Earthquake and famine are causing deplorable distress in the Bitlis district of the Turkish Armenia.

A dispatch received from there on April 30th says the earthquake shocks were still being felt there, accompanied by terrific thunder storms and lightning, which have wrought much havoc.

The food supplies, it was added, were inadequate. The authorities are furnishing little relief except in rebuilding fallen structures.

The highest inhabited place in the world is the Buddhist monastery of Ilane, in Thibet, which is situated about 15,000 feet above the sea level.

INDUSTRIES ON GRAHAM ISLAND

HUGE ENTERPRISE TO BE ESTABLISHED

California Capitalists Prepared to Spend $5,000,000 in Development of Resources

(From Wednesday's Daily.)

Should the plans of the Graham Steamship, Lumber & Coal Company, of Los Angeles, be carried to a successful completion, the Queen Charlotte Islands with their temperate climate, and their matchless natural resources, should in the course of a few years become one of the great industrial centres of British Columbia. The Graham Steamship, Timber & Coal Company is composed largely of American capitalists, with headquarters in Los Angeles, though some local men are also connected with it. The company controls 100,000 acres of timber land and 32,000 acres of coal land on Graham Island, and are prepared to spend $5,000,000 in their development should their first operations prove successful.

The work of the company at present is chiefly exploratory. They have about 40 or 50 men employed in clearing a mill site, making roads, and getting out timber for the mill building, and building houses for the workmen. The company proposes to build two mills, one on Shannon Bay and the other at Ship Island, and they intend also to operate a small line of railway. These mills should employ about 400 men and should have an output of about 500,000 feet a day. The splendid shipping facilities of Masset Inlet will allow the company by its steamers to get easily out to the markets of the world, says the Vancouver News-Advertiser.

Greater, however, than the expectations of the timber industry are the possibilities of the coal mines. At present the company intends simply to engage in boring and exploratory work, and little development can be expected during the coming summer. Should the tests prove successful, however, the mines will be developed to their fullest extent, and, between these and the lumber mills, it is expected that provision will be made for a population of at least 4,000 people. The company will do its own shipping, and when the Grand Trunk Pacific is built through to the coast will connect with Prince Rupert or whatever the terminus of the Grand Trunk Pacific may be, as its headquarters; but as that will not be for a few years yet, in the meantime headquarters will probably be established in Vancouver. The local working headquarters will be on Masset Inlet.

At present some enterprising Japanese are working copper mines near Skidegate Inlet, and with a fleet of small vessels are said to be taking the ore over to Japan for treatment. If this is so the province, of course, reaps but little benefit from it; but with the big American company it will be a different thing. While they intend to engage in the export business, money in development will be lavishly spent, and their headquarters will be all on Canadian soil. By the time the Grand Trunk Pacific reaches the coast their operations should be in full blast, and the company should prove a powerful adjunct in the development of the north coast country.

At present the company is shipping in its machinery through Ketchikan. It is further distant than Port Simpson, but communication is more frequent and the conveniences are greater. This, however, is a temporary arrangement, and either Prince Rupert or Vancouver will be the shipping point soon. About a week ago a number of capitalists connected with the enterprise went north to view the claims, but have not yet reported.

With the improved mail service resulting from the $2,000 subsidy appropriated by the Dominion government, with regular steamship service, and the great development promised by the Graham company, the prospects for Queen Charlotte Islands during the coming season are very bright indeed.

IN FAVOR OF PLAYER.

Decision in Action Against the New York Baseball Club.

Albany, N. Y., May 1.—A decision of interest to baseball magnates and players was handed down yesterday by the court of appeals against the New York baseball club of the National League and in favor of Fred Pfeffer, at one time one of the best known professional players in the country. Pfeffer brought an action against the National Exhibition Company, which is the corporate name of the New York Club. Pfeffer was under contract by which he claimed he was to receive $2,400 a year and $600 additional for playing to the best of his ability. He claimed to have been suspended unjustly, it being charged he was not in playing condition. He sued for $800 and interest. His claim was afterwards assigned to Frank Russell, who has finally won after a long litigation.

MAY BUILD PAPER MILL.

Will Be Established at Saskatoon If Council Grants Concessions.

Saskatoon, April 30.—S. Mellville, an eastern man, is in the city with a proposition for the establishment here of a paper mill. This afternoon Mr. Melville conferred with Mayor Wilson. He will want also three acres of land situated close to the river, or a railway, or both. He asks for some concessions from the council, tax exemption for a number of years, and fire protection. For the latter reason it was desirable that a site within a reasonable distance of the centre of the city be procured.

LEOPOLD'S MISSION FAILS.

Endeavored to Secure French Support Against British Policy Towards the Congo.

Brussels, May 1.—Additional information seems to confirm the report that King Leopold's efforts to secure the support of France against the policy of Great Britain towards the Congo have failed.

SIR R. BOND HONORED.

Receives the Freedom of the City of London.

London, May 1.—The freedom of the city of London was conferred privately on Sir Robert Bond, the Newfoundland premier, at the Guildhall this morning. Sir Robert Bond was not here when the other premiers were made freemen of the city.

WHY AMERICANS COME TO CANADA

THEY BELIEVE IT IS A BETTER COUNTRY

Sir Wilfred Laurier Says He Has No Fear of Dominion Becoming Americanized.

London, May 1.—Sir Wilfrid Laurier, the Canadian Premier, addressing the Canadian Club last night, said he had no fear that Canada would be Americanized. The American immigrants in Canada were a practical people who had quitted the United States for Canada because they believed it a better country, with better laws, which were administered ten-fold better than the laws of the United States. He was a great admirer of the American Republic, he said, but the American who crossed the border knew that his property and life were securer than in his own country.

THE NAVIGATION OF THE ST. LAWRENCE

Vessels Now at Quebec May Be Able to Reach Montreal on Thursday.

Montreal, May 1.—Cape Rouge ice bridge is still obdurate. Some of it broke away, undermined by water and weather, but the latest dispatches from Quebec state that it struck a little lower down the narrow channels. Dispatches were received at the office of the shipping confederation that it would take three days to move the mass. There was a tide last night, and there are two to-day, and it is expected that the last one will complete the work of disintegration and permit of free navigation of the river between Quebec and Montreal. At best it is not expected that the boats now lying at Quebec will reach Montreal before Thursday noon at the earliest. The Iona, of the Allan line, is due to sail on Friday from here and Quebec on Saturday. The problem now is whether to bring the boats to Montreal and delay sailing or embark the passengers at Quebec. The narrow bottle-neck of Cape Rouge is choked, and immediate relief is hardly hoped for before to-morrow. The first boat left Montreal for Quebec this afternoon, amid the enthusiastic toots of tugs and triumphant blasts of the siren of the steamer. The Ralph Holcombe is the first vessel to leave for a lower port this season. She has been lying in the basin all winter.

THE QUESTION OF TARIFF PREFERENCE

Discussed at the Imperial Conference—The Anstralian Premier Submitted Resolution.

London, April 30.—The imperial conference to-day took up the question of tariff preference. Several of the members of the British cabinet were present, in addition to the Earl of Elgin, the colonial secretary, who presided. The latter expressed the hope that a harmonious feeling would prevail during the discussions on the subject.

Sir Wilfrid Laurier explained the position of Canada, saying that she was content to adhere to the resolutions of 1902.

Alfred Deakin, the Australian premier, submitted a resolution asking, on behalf of the commonwealth, preferential treatment of the United Kingdom to colonial products and manufactures. He spoke for two hours, during which he dwelt on the "dumping" by foreign countries of commodities into Australia, especially referring to agricultural implements from the United States and against which he said protective measures had been taken. Mr. Deakin had not concluded when the conference adjourned.

DISCHARGED ON TECHNICALITY.

Ottawa, April 30.—Those chargad with manslaughter and riot in connection with the Buckingham strike were discharged to-day on a technicality by Judge Talbot. There were no stamps affixed to the warrants as required by the provincial laws.

ASSIGNED MATTER TO COMMITTEE.

PROJECT TO ESTABLISH CAR BUILDING PLANT

Movement to Grant Interest on Bonds to Extend For Period of Years.

(From Wednesday's Daily.)

A meeting was held in the Tourist Association rooms at 4.30 yesterday afternoon for the purpose of discussing means to bring about the establishment of a car manufacturing plant in this city. Mayor Morley was in the chair, and after stating briefly the reason why the meeting had been called invited those present to freely express any views they held in the matter.

Mr. Lugrin was the first one called upon, and he stated that the meeting had been called much sooner than he expected, so that he had not had time to collect all the information he desidered about the feasibility of establishing this plant. He announced that Mr. Whyte, second vice-president of the C. P. R., had informed him that Vancouver Island is just the place for the manufacture of cars. There is an abundance of wood and iron ore on the Island, and the principal difficulty lies in the wheel problem. If this difficulty can only be overcome the greatest obstacle to the industry will be removed.

Mr. Plumerfelt was the next speaker. He reported that a company, of which he was a member, had been organized for the purpose of establishing a plant somewhere in British Columbia. This company has been incorporated for about three months, and many influential men have signified their willingness to join it. He stated that in the eastern part of Canada most of the car wheels are imported, principally from Germany, and that there is absolutely no reason why they could not be brought here also. They had had no intention of smelting the Island ore for this purpose. When questioned about the hard wood necessary for the interior work of passenger and dining cars, etc., he replied that in all probability a large amount would be imported from Australia.

Mr. Matson stated that the cost of establishing a plant in the city would be approximately $1,500,000, and he proposed that 4 per cent. interest should be guaranteed by the city as a bonus to induce any company to locate in the city. He afterwards made a motion to this effect, adding a restricting clause that the bonus should only be given for ten years, but should continue until the plant was paying a 10 per cent. dividend. This would mean that the city would have to pay a bonus of $60,000 each year for ten years, or at least till the company was paying 10 per cent. dividends.

It was around this resolution that the principal discussion centred.

This motion was strongly opposed by ex-Mayor Redfern. He claimed that any industry that could not flourish on its own basis without a bonus could be of no advantage to any city. He quoted several instances in which the city had in former years granted bonuses to companies with disastrous results. He made the following amendment to Mr. Matson's motion: "I move that no bonus be granted to any such company at the present time."

This amendment was promptly seconded by Mr. Pauline. He stated that he thought that the construction of a car plant at the present time was looking rather far ahead, and that all attention should be turned to the smelting of the ores in the mines, thus obtaining a large supply of iron on hand, which would then render the plan more feasable.

It was then pointed by another party, Mr. Lugrin, that no company was asking for a bonus, but that a car works was certain to be established at some point in the province in the very near future, and although he was not wholly in favor of the bonsuing idea, nevertheless he thought that it was well to make it worth while for any company to make Victoria that point.

E. G. Prior then stated that in view of the ready market he did not consider any bonus was necessary either. He believes that a company could be formed of city men, that money could be raised and the work started at once, importing wheels until such time as sufficient capital could be raised for the development of the local ore. He believes that if the car industry were once started there would be any amount of outside capital available for the establishment of a smelter here also.

Mr. McCurdy was also of this opinion. "We have got the money and we have got the men. Let us start this industry without a smelter, and in a short time capital will come in, and our iron will be developed." These were his words.

Mr. Buchanan, president of the associated boards of trade of British Columbia, spoke of the natural advantages of this Island for the establishment of such an industry, pointing out the abundance of available timber. He stated that cars are in great demand on account of the present shortage, and that a ready market could be found for all that could be turned out.

Mr. Lugrin continued in this strain. He says that iron deposits in the province have been developed to such an extent as to prove absolutely that there is an unlimited quantity available. About 1,000,000 tons have already been developed, and this is of a quality that can be reduced very economically, so that no apprehension need be felt on this score.

It was finally decided that the meeting was not ready for the question, and to let the matter stand over for a couple of weeks.

A committee of five, with power to add to their number, was appointed to inquire in the meantime more fully into the matter, and to gather all the information possible as to the iron deposits, etc., in the province. The committee will report at the next meeting—two weeks hence—when in all probability definite steps will be taken.

Among those present were the following prominent citizens: J. A. Mara, F. Pauline, F. Elworthy, C. E. Redfern, W. J. Pendray, A. Gray, R. H. Swinerton, R. F. W. Behsen, M. P. P., H. R. Thomson, Col. E. G. Prior, A. E. Allen, J. Kingham, J. S. Matson, C. H. Lugrin, A. C. Flumerfelt, A. W. McCurdy, E. O. Wallace, G. C. Buchanan, R. W. Clarke, S. Leiser, Dr. E. S. Henderson, Ald. Hanna, Sam Sea, G. A. Caldwell, Alex. Wilson, John Jardine, M. P. P., T. M. Brayshaw, E. A. Jacobs, A. M. McAllen and others.

TROUBLE BREWING.

Police Insist on Warsaw Merchants Opening Stores—Socialists Threaten to Destroy Them.

Warsaw, April 30.—Four thousand troops are collected in and around Warsaw. The police have notified the storekeepers that they will be fined $1,500 each unless their stores are opened to-morrow, and the Socialists have issued a counter-blast promising to destroy the shops unless they are closed. A majority of the merchants expect to close their places of business, asserting that the police are unable to protect them.

TROUBLE SPREADS IN MONTENEGRO

ARMED BANDS ARE MARCHING ON CAPITAL

Prince Nicholas Accused of Diverting State Funds to Swell Private Bank Account.

Vienna, May 1.—The revolutionary movement in Montenegro, where is a military government, has been proclaimed and armed bands are reported marching on the capital, assuming a serious character, according to dispatches received here by the way of Ragusa. Disorder is said to be rapidly spreading throughout the country. The centre of discontent is at Andrevica, the headquarters of the Vassojevics, numerically the strongest clan in the principality of Montenegro.

The rising is attributed largely to the attempts of Prince Nicholas to override the constitution, which he bestowed upon the country in 1905, and also his incessant drain on the public purse.

The prince is accused of utilizing the taxes of the other state funds to swell his private bank account. Even sums received from Emperor Nicholas and Emperor Francis Joseph from time to time for specific purposes of Montenegro are said to have been diverted to the enlargement of the prince's income or spent in his attempt to ape the customs of the courts of more important countries.

The marriage of his daughter, Helena, to King Victor Emmanuel of Italy, increased Prince Nicholas' ideas of his own importance with a consequent widening of the estrangement between the ruler and the people of Montenegro. The granting of a constitution to Montenegro turned out to be a barren gift. As soon as this was realized dissatisfaction became prouounced and emigration increased so rapidly that 25,000 Montenegrins left the country during the first three months of this year. The cabinets appointed by Prince Nicholas have been turned out by parliament as rapidly as they were appointed.

The attempt to suppress the radical independent newspapers (the government being accused of instigating the destruction of offices of two papers at Nikshitzch and Podgeritza) fanned the revolutionary flames. Delegates of the principal clans, all heavily armed, after a stormy conference, decided to send representatives to Cettinje and demand that Prince Nicholas dismiss the Tomanovic cabinet. The prince replied by declaring martial law and calling out the militia to prevent the mountaineers from entering the capital. In the meantime the Tomanovic ministry tendered its resignation and it is thought probable that Prince Nicholas will reappoint the cabinet, over which Radulovic presided, as the latter has many representatives throughout the country.

The movement in Montenegro is being closely watched by the Austrian government, which fears it may spread to the province of Novi Pazar, between Montenegro and Servia, where Austria is responsible for the preservation of order under the treaty of Berlin, but the people of Montenegro believe that Prince Nicholas will succeed in suppressing the outbreak.

IS CHARGED WITH CRIMINAL LIBEL

Chinese Anti-Reformer Arrested on Complaint Laid by Fellow Countryman.

Vancouver, April 30.—"There are in their programme indistinction, wilful cheating, crasiness and madness."

This effusion from the pen of Chang Chin Jan, a Vancouver mill employee and anti-reformer, last night resulted in his arrest on a charge of criminal libel. The complainant is Ung Ying Lan, of Esquimalt. His name with twenty-three others was signed to Jan's letter, which recently appeared in the Wa Ying Yat Po, the local Chinese daily published in the interest of the revolutionists.

Most of the twenty-three whom Jan said had "Left the association from this day and hereafter," now declare that their names were used by Jan without authority. The Esquimalt member of the association, who has large interests in Canton and is an active worker in the association, has made his a test case, and on Friday will seek to send Jan to the banks of the Fraser for a year or two for the publication of his alleged libellous letter.

KUROKI REACHES THESE SHORES

RECEPTION AWAITING GENERAL AT WHARF

Will Debark Amid Strains of Japanese National Anthem--Stay of Brief Duration.

(From Wednesday's Daily.)

With many prominent Japanese on board, and chief among these, General Baron Kuroki, the commander of the first army in the late Russo-Japanese war, the steamer Aki Maru arrived in quarantine at 3 o'clock this afternoon. She will reach the outer wharf shortly after 4 where the General will be accorded a military reception.

News of the Aki Maru, which had been expected any time since yesterday morning, first came to hand this morning, when she was reported off Carmanah at 9:30 o'clock.

Preparations were at once made for receiving the distinguished visitor on his arrival.

Through the kindness of Lieut.-Governor Dunsmuir, the steam yacht Thistle was placed at the disposal of the Japanese colony in the city, and a party representing the colony, accompanied by the Japanese consul from Vancouver, Mr. Morikawa, proceeded to William Head quarantine, to meet the vessel. There, Mr. Morikawa went on board the liner and explained to General Kuroki the nature of the reception which was awaiting him at the outer wharf.

At the outer wharf a guard of honor and the band of the Fifth Regiment is drawn up. As the liner draws along side, the band will strike up the Japanese National Anthem, the Kimi Ga Yo. When the General steps ashore, he will enter the carriage of the Lieut.-Governor, and in company with His Honor, will drive to the parliament buildings where the Mayor and aldermen of the city will be waiting on the steps. Mayor Morley will then present him with an address on behalf of the citizens welcoming him to Victoria, and it is expected that General Kuroki, through the medium of an interpreter, will make an appropriate reply. Subsequent to this, some of the prominent citizens will be presented to the distinguished Japanese visitor and should time permit, he will take a drive through the city accompanied by the members of the Japanese colony.

From early this morning, numbers of people have been awaiting his arrival at the outer wharf, as all Victoria is anxious to get a glimpse of the famous general who conquered Kuropatkin and the Russian legions in the late epoch-making war.

The following is the party who comprise the suite who are accompanying General Kuroki to the Jamestown exposition, where he is going to represent the Mikado: Lieut.-Gen. Y. Kikoshi, Maj.-Gen. M. Umesawa, Col. M. Ota, Lieut.-Col. S. Suzuki, Maj. T. Yoshida, Capt. Marquis T. Saigo, Capt. M. Hanaka, Paymaster K. Komori, Surgeon T. Tamara, petty officers H. Hosokawa, M. Takahashi, and soldiers M. Asakawa and I. Watanabe.

There is also on board the Aki Maru, on his way to England via Vancouver, Baron Ozawa, of Tokio, another notable personage. He is going to London, where he will attend the meeting of the International Red Cross Society. Baron Ozawa is vice-president of the society in Japan, and has been officially designated as Japan's representative at the meeting of the international body. There will be a number of other Japanese dignitaries at the Red Cross convention, but the baron, who will debark at the outer wharf, is the Emperor's special envoy, bearing messages of Japan's ruler to the society. During the Russo-Japanese war Baron Ozawa was largely instrumental in having the work of the Red Cross facilitated, and of impelling respect among the Japanese troops for any person bearing the red cross.

He will pass straight through Vancouver on his way to London, where he is due to arrive on a certain date. The remainder of the Japanese representatives of the Red Cross Society are on thir way to England by the eastern route. The baron is accompanied by two secretaries, who will interpret for him, as he speaks English in an imperfect manner.

When General Kuroki and the other distinguished Japanese left Yokohama they were accorded an enthusiastic send off. Dense crowds thronged the wharf and shouted innumerable banzais, which is the Japanese equivalent for hurrah. Many military officials were present, as well as members of the American consulate, to wish the party a pleasant trip.

The stay of General Kuroki and his party will be one of short duration in Victoria. It is expected that it will not exceed four hours. The general and his staff will then proceed to Seattle, where they will receive a further welcome by General McArthur and a military staff who will greet the visitor on behalf of President Roosevelt. In Seattle the entertainment and reception of the Japanese representative will be in the hands of the Chamber of Commerce, the Japanese Association of Seattle and the Asiatic Society. On behalf of the Japanese consul in the American city, Consul Hisamidzu and several prominent Japanese from across the Sound are awaiting the arrival of the general at the outer wharf.

The pier where the Aki Maru will moor at Seattle has been elaborately decorated, and the Third Infantry Regiment will await the arrival of the ship. The party will be escorted to the Hotel Butler, where General Kuroki will make his headquarters during his brief stay in Seattle. The morning following his arrival there he will leave by the Northern Pacific for the east.

A coroner's jury in London has found "Pedlar" Palmer, the English pugilist, guilty of manslaughter in causing the death of Robert Choate, a gashouse stoker, of Deptford.