

POLICE HAVE NO CLUE TO SUICIDE'S IDENTITY

Ask German Police to Locate Original of Photo in Unknown's Possession

While the police authorities have not yet succeeded in ascertaining the identity of the unknown man who committed suicide at the Queen's hotel on Wednesday, Jan. 18, the circulation of the news of the suicide had resulted in nearly a score of inquiries from all points on the Pacific coast and as far east as Minnesota. Letters from wives whose husbands have deserted them, or disappeared, parents whose sons have not written home for months and in some cases for years, all have anxiously written for description and other details concerning the suicide.

In the majority of cases those making inquiries send descriptions of their missing relatives or friends which clearly show that the persons they are searching for are not one and the same as the unknown who killed himself here. In addition to the investigation being made through the aid of the police authorities of neighboring cities, the local authorities will endeavor to locate the woman, whose photograph was found in the pocketbook of the deceased. The photograph bears the name of the photographer in Breslau, Germany, by which it was taken. There is every reason to believe that the photograph was taken last November and the police of that city will be communicated with and asked to ascertain, through the photographer, who the woman is. The photo will also be sent to aid the authorities in locating her. Once discovered the authorities then should be able to ascertain from her the identity of the suicide who was evidently much enamored of her as he had written on the back of the photograph the words, "The only woman in this world for me."

Nothing further has been discovered regarding the fate of Andrew Davids, better known as "Speak Easy Dave," the waterfront character, who disappeared sometime between Monday night, the 11th inst., and Wednesday morning. Though the search of the harbor in the immediate vicinity of the launch Elwood, the property of Frederick Smith, proprietor of the Light House saloon, and on which Davids was engaged as watchman, had been continued no sign of the body has yet been seen.

COLLISION SINKS GREAT STEAMER

(Continued from Page One)

company of the Republic, notwithstanding the fact that she had on board in addition to her regular complement of 200, nearly 900 Italians bound into New York. Of the latter, many were refugees from the recent earthquake.

Asked Further Aid. New York, Jan. 23.—A wireless message from Captain Ransom received subsequently to that announcing the transfer of passengers, reads as follows: "Have called New York." It is well known that the steamer New York of the American line, was only 97 miles from Sandy Hook at 8 o'clock, and less than 100 miles from the scene of the collision. The steamer New York must have reported at a point very near Nantuxet, so it is said here that Captain Ransom has called on the American line for aid.

Anxiety prevailed here today and tonight as the result of the marine accident on Nantuxet, on the coast of New England, early today, when the big White Star liner Republic, with 761 souls on board, was wrecked by the Florida. Tonight at 8 o'clock the wireless brought reassuring news that the Florida with her own people and most of those from the Republic, are close to 2,000 souls in all, and near by, and that the steamer Baltic was also near the scene, standing by ready to render assistance. The steamers La Lorraine and Lucania were also in the vicinity, and the Republic through her wireless was directing the movements of the ship's rescue.

It is presumed here that the great load of human freight aboard the Florida will be transferred during the night, weather permitting, to the three staunch liners, and that the Republic will stand through until revenue cutters and wrecking vessels which have been dispatched to reach the scene to attend to the damaged Republic and Florida. The latter vessel has her bottom crushed. The sea is still heavy tonight along the coast, but the weather is mild and there is comparatively little wind, a blessing in the face of the serious situation. Tonight the offices of the White Star Line, at No. 8 Broadway, remain open, as they have all through the day, to advise the progress of events or Nantuxet and to reassure the streams of anxious callers for information.

Persons with friends aboard the Republic are standing about in great groups awaiting, with the reporters, the latest news. Vice-president F. A. S. Franklin, of the White Star Company, is in charge, and is assisted by half a dozen other officials and clerks in answering inquiries and directing as far as possible the work of rescue and relief. A harbor steamer, the General Putnam, has been chartered and is waiting at the White Star office ready to steam to sea to meet the Florida or any other vessels that are bringing the rescued passengers to port.

Many Passengers. The steamer Republic, a tourist ship, left New York on Friday, an unlucky day, according to the traditions of the sea, for Mediterranean ports. There were on board 250 first class passengers, 211 in the steerage, and a crew of 300. Stops were scheduled at the Azores, Madeira, Gibraltar, Genoa, Naples and Alexandria. Captain Sealby, a veteran seaman, was in command. Other officers aboard included J. C. Stanger, chief steward, and R. L. Parker, purser. The proposed cruise of the ship had attracted many notable travellers, among them being Gen. Brayton Ives, a noted New York financier, Archbishop Bruchesi, of Montreal, James McLaughlin, a writer of sea tales, Mrs. H. J. Griggs, wife of the president of the bank of New York, Alice M. Ryan, of this city, authoress, Mrs. H. R. Armstrong, mother of a well-known mining engineer, Mr. and Mrs. Professor McCowter, Mr. and Mrs. David Scowles, Count Rosconi, Alexander S. Bell, Rev. J. W. Ward, Mrs. John Davis, of Washington, her son and daughter, Dr. A. G. Wagers, Capt. E. A. Ehrenfund, Victor Marvay, of

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WHALING COMPANY PAYS DIVIDEND

Fourteen and Seven Per Cent. on Stock Will Be Given to Shareholders

Fourteen per cent. on preferred stock and seven per cent. on the common stock, dividing \$50,550.00 of the \$71,000 profit, made last year, was paid by the Pacific Whaling Company according to the announcement made at the annual meeting held at the Board of Trade rooms, which was largely attended by the stockholders. The election of directors was held at the same time. The election of officers resulted in the unanimous return of the present directors and officials, William Grant, president, Spott Balm, managing director and A. R. Langley, secretary. In a eulogistic speech upon the work of the company during the past season, Mr. Shallcross called attention to the untiring work of Dr. Rismuller, assisting with Capt. Balm in the management, who had done so much to advance the interests of the company. It was also pointed out that the company's production had improved materially during the past few weeks, the oil now on the way will bring larger returns than estimated.

In his report on the year's work, Captain Balm said the season had been a very successful one as far as the catching was concerned, more whales being taken than in any previous season—over 500 landed by the fleet. The factories last year produced more oil and other products than during previous years, the superiority of their production being also improved. The price of oil had, however, suffered in an unprecedented way by the general depression of business in Europe and especially in Scotland, where the bulk of the oil output is sent. The price of oil had fallen to the extent of about \$25.00 per ton, or more than \$4 per barrel. As the Pacific Whaling Company produced over 20,000 barrels of oil during the year, the loss to the company was estimated at a reduction of \$80,000 from the price which would probably have been obtained if the business depression in Europe had not occurred.

By the increased production and improvements in the method of manufacturing, the Pacific Whaling Company made up much of the loss due to the collapse of the market, which has since improved considerably and shows signs of further revival; but nevertheless, the earnings of the year decreased from \$119,000 in 1907 to about \$71,000 in 1908.

The Pacific Whaling Company operates three whaling stations and the steam whalers Orion and St. Lawrence, one of which is now engaged in the Gulf of Georgia. An idea of the work done by the company may be obtained when it is stated that the wages paid during the past year were approximately \$100,000. The property of the company is worth about \$50,000. The whaling station at Sechart and Kyquott, on the west coast of Vancouver, and the station at Holoan, on the northeast coast, near Nanaimo, which is operated when the ice conditions are closed down during the winter, is worth about \$60,000.

James McLaughlin, president at the annual meeting held yesterday, amounting to \$50,550.00, will be paid to the shareholders on June 30, as last year.

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PAINTS PICTURE OF A FUTURE PORT

Capt. Thompson Has Canvas on View Showing Fleets Moored at Sarita in Barkley Sound

Imbued with the idea of the future of Sarita, in Barkley sound, as a west coast shipping port, Capt. Thompson, of the Barkley Sound, who has lately produced a number of shipping pictures from his brush has completed a large canvas which will be shown on view today in the windows of the Standard Stationery company, on Government street, showing the fleet of the future as he sees it. The eastern channel of Barkley Sound is shown as a harbor for the future, with a lighthouse at the extreme point and a liner bound inward to Victoria showing her signal flags of the light-house. The western channel is shown winding to the south with many wharves and much shipping in the new port of the future. At one side the islands which divide the eastern channel are shown, and at the other side, as pictured, the five islands of the Barkley Sound are being shown. Dotted with its sealing fleet and picturesque village, Barkley Sound, which is quite a fleet of ocean liners. One of the big Blue Funnel liners is seen passing up the eastern channel past Cape Beale inward from sea, and nearer port is one of the big Atlantic Empresses. Muir and his two brothers, and a white-painted Japanese liner of the new line, is at one pier, which is quite a respectable outfit of ships.

PRINCESS MAY HAVE A STORMY PASSAGE

Brought News of Murder at Juneau—Wintery Weather in the North

After the roughest trip he has experienced since he was placed in charge of the Columbia, was the trip yesterday morning from Skagway. The Princess May, Capt. McLeod, reached port yesterday morning from Skagway. The report condemns the patronage system in no halting manner, and also gives a clean bill of health to the late Hon. Raymond Prentiss.

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Young's January Sale

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You Will Catch the Bargain Fever Here

You'll soon catch this most desirable (from an economical standpoint) complaint, for we have looked out for you on all sides with what you want exactly and at just the right price you want to pay. You'll especially appreciate our Millinery Department today because of our Grand Values in STREET HATS. We're having a regular clean-up in: CHILDREN'S "SAILORS," worth from \$1.25 to \$3.00. TODAY'S PRICE.....25¢ LADIES' "SAILORS," worth \$3.00. TODAY'S PRICE.....75¢ LADIES' UNTRIMMED HATS, all new shapes, worth \$1.00, \$1.50 and \$2.00. TODAY'S PRICE.....25¢

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Incident Causes Surprise in Railway Circles in Montreal

Montreal, Jan. 22.—Great surprise was expressed in railway circles this afternoon when it became known that Frank W. Morse, general manager of the Grand Trunk Pacific railway, had resigned.

MARINE DEPARTMENT

Judge Cassels Points Out Faults and Failings Disclosed By His Investigation

Ottawa, Jan. 22.—The report of Judge Cassels regarding his inquiry into the Marine and Fisheries department was made public yesterday by Hon. Broderick. It is a bulky document of 66 closely typewritten pages, and while it does not do anything to detract from the department, it does give a clean bill of health to the late Hon. Raymond Prentiss.

An interesting chapter of unwritten history is the story of the futile voyage of the commissioner to New York, to examine the books of Brooks and Company, of which Mr. Merwin was a partner. Throughout the whole of the report there is a constant stream of caustic criticism, and especially in regard to the career manager in which officials deal with the public money. The Montreal dealing with the department were found to be above board. Judge Cassels commenting that Montreal business men were above taking advantage