

TS OF MISHAPS AND ADVENTURES

BRITISH EMPIRE ENDS LONG, HAZARDOUS TRIP

Grounds Once and Has Three Breakdowns on Her Way From Scotland

Vancouver, June 12.—During the voyage which she has just completed from Scotland to Vancouver, the steamer British Empire encountered a series of adventures and mishaps which have not been rivalled in recent years by any vessel sailing to this port.

Among the incidents of the 15,000-mile voyage were three breakdowns and one grounding. Bad weather was so constant that a day of decent sunshine was looked upon as an event. Fog, rain, adverse winds, and heavy seas, sometimes all four together, were with the vessel during nearly all of the 140 days which the trip consumed.

The British Empire left the yards of the Greenhousen Dockyard Co. of Greenmouth, southeast Scotland, on January 22. Exceptionally fine weather prevailed in the North Sea and the English Channel and a better start could not have been made. But as soon as the heavy seas of the Atlantic were struck things started to go wrong. Land's End had hardly been reached when the engines refused to work and an examination revealed a fault in the condensers. This was seriously remedied by turning the condensers bottom side up and no return was necessary.

Defeated by driving winds the vessel was blown back south from the English Channel and the coal was put in at Las Palmas, Canary Islands, for fuel. Another breakdown for entering the straits was remedied by the fact that a second break had occurred in the engines this time of a more serious nature. The top plate of cylinder No. 2 cracked. They had to be replaced and the vessel was delayed at Las Palmas but no plate could be found to replace the damaged one. It was decided to try St. Vincent, Cape Verde Islands, and she entered that harbor on February 22. As the local mechanics could provide no satisfaction the duplicate had to be ordered from England and the British Empire waited twenty-two days in St. Vincent.

The repairs were made and on March 18 she ventured out again. Until she reached the Straits of Macellan the British Empire was contented in no other incident. The weather had become rather a habit than an event. An average time between seven and eight knots an hour was made, which for a freighter always fighting adverse winds was a fine record. The crew were entertained by the sight of two South American Indians, who came out in box-like canoes and begged for food. Although the sea was smooth the little steamer had to battle with west coast currents and head winds from the Pacific to the Atlantic through a funnel. Arrived at the straits she did not leave her anchor behind her. While passing up the strait of water known as the English Narrows, in the dead of night, she was at the entrance to a small bay. No damage was sustained and she quickly backed out again and the "hoisting party" proceeded.

For one more breakdown, the vessel was slightly delayed to the entrance of the strait. The source after leaving Cape St. Vincent. A third stop was made at a small port for bunkers, and the boat was slowly up the Pacific coast, passing Cape Flattery Saturday afternoon. At 4 o'clock Sunday afternoon she steamed into the inlet, and docked at Evans, Coleman wharf.

In this voyage the crew say they have had an experience they would not like to repeat. In the expressive words of one of the crew, the boat, light loaded as she was, "would not go through the waves, but always climbed up the side of them and fell down the other. More than once the food threatened to give away and sometimes the crew thought of giving up and scuttling."

During her long journey the hull of the vessel has become thickly encrusted with barnacles. She will be towed to the Wallace shipyard and cleaned all over. She will shortly be placed on the weekly schedule of the Northern Steamship Company from Vancouver, Prince Rupert and Seattle.

The British Empire is a 354-ton steamer, built at the Glasgow shipyard, and is one of the fastest in the world. She is 100 feet long and 20 feet wide. She has a small saloon and aft holds for a small cargo. The breadth of the deck, long and narrow, is 100 feet wide for passenger accommodation, and the whole is on top of this. The vessel is naturally occupied by the crew, which together will carry about 100 men. The hull is of steel and there are three masts, two of which are provided with unusually long lifting gear. The British Empire was built nine years ago by the Glasgow firm at the time when the vessel was in the Clyde. She has visited nearly every port on the British coast during her career, but her chief port of call is perhaps Belfast, where she usually brought construction steel from the iron ore shipping yards in England.

She has already survived two foundering. The first was in a collision with the Manchester and the second a collision in connecting with the Mersey. She has been purchased to supply the Canadian Northern Pacific Fleet Company, and will rank among the largest freight boats running for the coast trade out of Vancouver.

CITY'S MILK SUPPLY REQUIRES INSPECTION

Council of Women Will Take Action With a View to Instituting Rigid Examination

An important question involving the standard of the milk supply of the city of Victoria was raised at a meeting of the Council of Women in the city hall Monday afternoon. After discussing the question in all its phases it was decided to have a paper on the matter submitted to the legislative committee of the city council so that action could be taken to have the sale of milk put on a safer and saner basis than it is today.

The discussion was introduced by Mrs. McGregor, who was invited to read a paper on the subject from the technical as well as the health standpoint so that the members might understand the situation better. Mr. McGregor began by showing the enormous difference that existed between the methods of sale now and formerly. In the old days the milk supply was provided by a number of small herders who found it an easy matter to keep their cattle in good health and at the same time make a reasonable profit from the sale of milk to the city consumers. Now, however, the industry had become commercialized. Third parties had been brought in to advertise and generally boost the trade, with the result that the quality of the commodity had suffered in paying the multiplicity of dividends.

Of course there were doubtless other reasons for the falling off in the quality of the milk supply of the city. The pasture lands were not so free of noxious, and in some cases the milk had to be brought long distances to the market. These combined circumstances rendered it impossible for the city to have any certainty in regard to the quality of the milk supply, which was one of the most important of foods in the health and sanitary point of view, and it was this want of certainty that made rigid inspection a positive necessity. Tubercular milk and meat were among the most dangerous elements in the food supply, and it was possible to have a milk supply that was not only dangerous but also a source of infection to the community. In other cities and countries their plague-like effects had been fully and tragically demonstrated.

In view of these circumstances it behooved the city to take action at once, whereby they would be in a position of certainty in regard to the milk supplied for consumption in the city. It was particularly theory lay in the adoption of a rigid system of inspection under the provisions of an act passed during the last session of the legislature. This certified company could be called the Consumer's Sanitary Company, and the milk supplied by it would be in all respects excellent, absolutely clean, and above the required standard. Scientific methods would be applied in the treatment of the milk, and also in the segregation and mixing of the milk. He was convinced that such an institution could be formed and be in a position to sell milk not dearer than that which was being sold at present.

Miss Kennedy, of the Victoria Order of Nurses, and others, also spoke strongly on the subject and as a result of their deliberations the decision above mentioned was arrived at. The conveners of the standing committees were appointed as follows: Laws for better protection of women and children, Mrs. Spofford. Objectionable printed matter, Mrs. Gordon. Feeble minded women and children, Mrs. Gould. Dependent classes, Miss Mary Lawson. Finances, Mrs. Grant. Immigration, Mrs. Crease. Agriculture for women, Mrs. W. C. Clouston. Mrs. Gordon Grant. Public health, Dr. Ryan, Mrs. Bradshaw and Mrs. Hamilton. Education, Mrs. Jenkins. Crime, Mrs. Leane. Legislation, Mrs. MacKenzie. Social service, Mrs. MacKenzie. Day, Jenkins and Spofford. Supervised playgrounds, Mrs. Graves. Equal moral standard, Mrs. Mitchell. Peace and arbitration, Mrs. Hay.

WILL HOLD MEETING AT ROYAL CITY

B. C. Pharmaceutical Association Annual Gathering Opens on Wednesday

New Westminster, June 12.—Arrangements are completed for the annual convention of the B. C. Pharmaceutical Association, of which F. J. MacKenzie, M. P., is for a second term president. It is three years ago since the organization held its session here, and as the annual meeting is to be concluded with a banquet, which is fixed for Wednesday evening.

In the morning is held the semi-annual council meeting, and in the afternoon the proceedings are to be concluded with a banquet, which is fixed for Wednesday evening.

Subsequently Mr. MacKenzie is personally taking a party over the B. C. B. R. as far as Huntingdon.

AGAIN IN BLOOM.

Roseland, June 10.—At the government demonstration orchard recently established on the ranch of Murdoch Henderson, near Roseland, where there is a very interesting variety of fruit to be seen. In January 20 English apple trees arrived from the Old Country, yearlings on three-year-old roots, and these were planted in four different places in the province before their arrival in Roseland. About four weeks ago they were planted in the orchard and M. S. Henderson, government horticulturist, subsequently picked the blossoms off. Of the 540 trees planted in the orchard all are in luxuriant growth; not one has missed.

PEDDLERS' LICENSES

New Westminster June 12.—A case which is arousing much interest among merchants was heard in the Police Court here today. The case was that of a peddler's license. Mr. Rudolph, who has an office in this city, has only recently opened his business here and is not permanently situated here.

The by-law calls for a \$100 fee per annum for hawkers, peddlers and others selling or attempting to sell goods which they carry about from place to place for the purpose of offering for sale. Mr. Bird of Vancouver conducted the defence and Mr. Martin represented the city. The defence was based mainly on the contention that the by-law was ultra vires, inasmuch as the enabling act did not give the municipality power to place such a by-law on the statutes. If this contention is borne out all the resident merchants, who are at present paying the license fee, may refuse to do so. Mr. Bird quoted from section 71 of the statutes of B. C., which provides that such a fee may be imposed on any business who is not a householder or permanent resident in the city. The municipal clauses act says that anyone paying a minimum room rent of \$100 per annum is considered a householder and Mr. Rudolph claims that he complies with this regulation.

Mr. Martin, however, quoted an amendment, which throws the whole issue in doubt. He said that the act that it was necessary for the protection of the local merchants, who paid heavy taxes and maintained their residences in the city, and asked for a conviction.

TWO HAVE NARROW ESCAPE.

Cumberland, June 12.—A donkey engine discharging logs at the beach from Fraser's logging camp suddenly toppled over from the track and plunged some fifteen feet into the mud flats left dry by the receding tide, half burying itself in the mud. A much more serious catastrophe was averted by only a narrow margin as those on the tipping engine leaped to safety. Ernest Horwood was sitting on the platform of the engine at the time and made a rapid transfer to safer quarters. The driver was inside the cab at the moment the engine left for safety, barely saving himself as the logs took the plunge. It seems that a hook used in hoisting the logs from the cars had in some way failed to disengage at the proper moment, and strain tilting the engine from the rails.

CLAIMS FOR DAMAGES ARE INCREASING

Large Sum Will Be Demanded From Mexico—Trying to Restore Tranquility

Mexico City, June 13.—With the former chief of the revolutionary forces out of the city, the scores of khaki-clad men who have been wearing their cartridge belts filled with from ten to fifteen rounds of ammunition have diversified themselves of their burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect. These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

These are the days of reconstruction. President Diaz's return is the burden, and for the first time since the triumphal entrance of Madero, the capital has assumed its normal aspect.

GEOLOGICAL SURVEY OF THIS PROVINCE

Several Parties of Dominion Employees Will Be Engaged Throughout Season

Vancouver, June 12.—Several parties representing the Dominion Geological Survey will devote this summer to field work in British Columbia. R. G. McConnell, one of the northern explorers with a very wide experience, reached here yesterday from Ottawa. He is on his way to the Portland Canal district, where he spent last season. He will also report on the work done in the Observatory Inlet, where the Granby and Pacific Metals Co. are doing important development work. Mr. McConnell nearly ten years ago made official reports on the geology of the Yukon district. His work in that field greatly enhanced his reputation in the scientific world.

Mr. Malloch, of the same department, is now on his way in to the Hazelton district, where he will resume the work undertaken by Mr. Leach, a colleague who is recovering from a severe illness. Later in the season Mr. Malloch will cross the divide into Naas Valley to report on coal and copper and gold.

Mr. Clapp will devote the season to field work on Vancouver Island, continuing the work he started last season. He began at the south end of the island and will work north, reporting on the mineral resources of the various districts. His task will occupy several years.

FEARS THE SPREAD OF MORMONISM

Presbyterian General Assembly Is in Favor of Active Campaign

Ottawa, June 12.—The menace of the Mormon community to Canada was emphasized at the Presbyterian general assembly yesterday, which went on record in favor of an active campaign against it. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal. The assembly was held at the Hotel McLeod, and was presided over by Rev. J. W. Clarke, of Montreal.

POWDER ACCIDENT

Friday, June 12.—Two miners, Vink Williams and Mike Sealter, Ashtabula, had an exceedingly narrow escape from being killed by the explosion of about 100 pounds of dynamite which they had loaded in the mine, where they were working and were about to use in the blasting of a round of holes they had finished putting in.

While one of them was tearing down the other went after the powder, and on bringing it with the fuse and detonators attached the whole was laid down on a clear spot which had been cleared by the miners. Whether he did not see it or had forgotten for the moment that it was there, Vink began hammering the heap with drills and other tools from the tearing down of the machine, and the result was an explosion, which acted as a bulldozer, splitting and burning the solid rock formation on which it had been lying. Both men, who were within about 10 feet of the pile, were thrown down violently with the force of the explosion and the worst injuries received were some broken ribs sustained by Williams and a general severe shaking up for both.

The spot where the powder had lain being well cleared off by the miners, was what saved both of them, for had the powder been on the rock or broken rock both men would have been killed to pieces.

It will be remembered that both these men were in the gun accident that occurred at the Golden Zone two years ago when Sedillo received a bullet in the leg from a rifle in the hands of Williams, which went off accidentally.

BAPTIST CONVENTION

Philadelphia, Pa., June 12.—The Northern Baptist convention, the first of the three great organizations of the church to meet in this city in the next two weeks, opened its sessions in the Baptist temple today.

This convention represents more than a million and a quarter communicants of that church in the Northern United States. Next week the general convention of Baptists in North America, representing the Baptists of the entire United States and Canada, will meet here, followed by the Baptist world alliance. The latter organization will bring to this city Baptists from many foreign countries.

RECEIVERS FOR WIRELESS

Portland, Maine, June 12.—Receivers for the United Wireless Telegraph Company were appointed yesterday by Associate Justice of the Supreme court. They are John Howard Hill, of this city, former Judge Frederick H. Hansen, of Philadelphia, the third vice-president of the company, and George W. Smith, of Portland, the fourth vice-president of the company, which was organized in Maine.

STEAMER COLLIDES WITH HUGE WHALE

Passengers, Thrown Into a Panic, Rush to Deck in Their Night Robes

Boston, Mass., June 13.—Some hundred and fifty passengers aboard the Prince Arthur, the Dominion Atlantic line steamer, which arrived in Boston from Yarmouth, N. S., Sunday, were aroused from their sleep and thrown into a panic when the steamer hit a huge whale broadside.

The sudden collision with the sea monster jarred the whole steamer, throwing some of the passengers out of their berths. The steamer was going at a rapid rate in a choppy sea, but the sudden impact with the whale reduced the speed. The sharp prow of the steamer almost cut the whale in halves. The whale started slowly to have come itself for about ten minutes, then lay athwart the ship's bow, its huge bulk impeding the steamer's progress to such an extent that, although the engines were running at full speed, the vessel was unable to get on.

On coming into the harbor the ship presented an unusual spectacle with its bow bespattered with the blood of the whale it had almost destroyed.

CURTAINED LUMBER OUTPUT

Kansas City, June 13.—At the behest of the Southern Lumber Manufacturers' Association, the Long-Bell Lumber Company, which controls thousands of acres of timber lands, curtailed its yellow pine output 33 1/3 per cent. during six months of 1904. So testified R. A. Long, president of the company, at a hearing of the United States circuit court here yesterday. This curtailment was not effected for the purpose of raising the price of lumber, but to avoid losses by depreciation and needless insurance and other expense, said the witness. At that time, said Mr. Long, there was an over-supply of yellow pine on the market.

Mr. Long also admitted that the association appointed a price list committee and adopted its report at annual and semi-annual meetings. The use of these price lists by dealers was not mandatory, he testified. Incidentally, Mr. Long asserted that if the public would cease its "prosperous" and "persecution of the lumber trade" and would permit dealers to get together 30 per cent. of the timber that now goes to waste would be saved.

All of Mr. Long's testimony was taken by the court in a hearing held here yesterday. He is the principal witness at this point, and it is believed the hearing here will be closed in a few days.

Charles B. Keith, president of the Central Coal & Coke Company, was the only other witness yesterday. He covered practically the same ground as did Mr. Long.

The hearing is being conducted by Judge Aldrich, assistant attorney-general. The suit was brought in 1906 by Governor Herbert H. Bradley, who was then attorney-general. There are about 40 defendants.

OPERATIONS OF SUGAR TRUST KEPT SECRET

H. O. Havemeyer Maintained His Supremacy With Only 2,000 Shares

Washington, D. C., June 12.—So carefully guarded were the operations of the American Sugar Refining Company up to less than two years ago, H. O. Atkins, vice-president and acting head of the corporation, told the "sugar trust" investigating committee yesterday that stockholders were accorded no information as to how the company was being conducted. The condition was so onerous, he testified, that the new England stockholders combined and obtained control. When they did so in 1910 they discovered to their astonishment that H. O. Havemeyer, the president of the company, had maintained his supremacy with only 2,000 shares of stock.

The holdings of Mr. Havemeyer at the time of his death, Mr. Atkins said, were valued at about \$200,000 of a total of \$800,000 in the American Sugar Refining Company. It had been generally supposed that Mr. Havemeyer owned the greater part of the stock. Mr. Atkins said the new England interests obtained control after an examination of stock owners of the American Sugar Refining Company, which had 60 per cent. were New Englanders. "We found there were 104,000 New England owners," said Mr. Atkins, "and 10,000 of these were women. They were helpless as far as any representation was concerned, and I was urged to take a place on the board, which I did."

He explained how the control for the new England holders was secured by his election, and the election of Samuel Carr, Charles M. Allen, William B. Thomas and Edward Marston, all of whom represent that majority of the stockholders known as the New Englanders' Union.

RUSHING REPAIR WORK

Hazel Dollar Ready Within a Month—Largest Job Done on Sound.

Seattle, June 13.—Fast work is being done on the damaged British steamship Hazel Dollar, which stranded on the south end of Whidbey Island May 23, while outward bound from Everett for China, with 3,600,000 feet of lumber aboard. The Hazel Dollar is the Hoffman drydock, when a large force of workmen is employed.

It is stated by surveyors who have looked up the matter, that this is the greatest repair job done on Puget Sound in the last ten years. Other contracts as large have been awarded elsewhere on this coast, but none so big as this has come to Puget Sound.

The vessel's entire bottom is badly damaged and 96 plates will have to be handled. The cost of repairs is not made known, but it is likely to run up close to \$100,000. It will be a month before the Hazel Dollar will be again in service.

VICTIM OF FOUL PLAY

Suspicious Circumstances Surround Death of Logger Whose Body Was Found on Railway

Bellingham, Wash., June 12.—Charles Harvey, a logger whose mangled body was found on the B. & N. C. tracks Sunday late Saturday night, and whose death was at first attributed to his being struck by a locomotive, is believed by coroner Whitney Wear to have come to his death by foul means. Harvey had been drinking to some extent in saloons, but his friends declare that when he left shortly before midnight he was not badly intoxicated. Beside the tracks where his body was found the grass and dirt was torn up by the wheels of a locomotive, and the fact that the logger was killed or rendered insensible before being placed on the tracks.

ODD FELLOWS MEET AT CRANBROOK

Grand Lodge Session Will Be Opened on Wednesday Morning

Cranbrook, June 12.—Members of the Independent Order of Odd Fellows from all parts of the province will be in Cranbrook this week to attend the thirty-seventh annual session of the grand lodge. With delegates and visitors it is expected there will be at least two hundred members of the order in the city. The following comprises the committee in charge: H. White, chairman; W. M. Harris, Chas. Ward, R. B. Beattie, J. P. Pink, F. R. Morris, V. S. Liddell, W. S. Hall, H. Hickenbotham, W. S. McDonald, J. Manning, H. Hallett, H. J. Loves, D. Y. Brake and F. J. Smyth.

To-day's programme included department council patriarchs' militant and the instituting subordinate encampment. The programme for the remainder of the week follows:

Tuesday—Grand encampment opens session in I. O. O. F. hall at 10 a.m. Rebecca assembly convenes in L. O. B. hall at 10 a.m. In the evening at 8.30 at the auditorium the Decoration of the Grand Lodge will be given by the president of the order.

Wednesday—Grand lodge opens in I. O. O. F. hall at 9 a.m. Exchange of greetings, grand assembly and grand encampment at 9.45 a.m. General routine business 10 a.m. Afternoon: Amusement, Nomination and election of officers at 2 p.m. Entertainment by Maple Leaf Rebekah lodge at 10 p.m.

Thursday—Grand lodge general business at 9 p.m. Afternoon session opens at 2 o'clock. Installation grand lodge officers at 1.30 p.m. Grand banquet in auditorium at 8.15 p.m.

COMPLETE REPAIR WORK TO CHARMER

VESSEL NEARLY READY AFTER LONG OVERHAUL

Victoria Machinery Through With Steamer—Finishing Touches Made at Docks

(From Tuesday's Daily.)

Full speed ahead with the C. P. R. steamer Chamer, which has just about completed her lengthy overhauling, will in the future mean fifteen knots an hour, which is nearly a knot faster than any time she has made in the past. The additional power to propel the ship along at this clip is the result of the new boilers which have been installed, and also the oil-burners which hereafter will be used as the means for producing steam.

Yesterday the Chamer left the Victoria Machinery Depot, and after about three months' absence, at her old berth at the C. P. R. docks. This good old ship, which at one time was the finest vessel of the fleet, and which still and a place in the heart of the travelling public as being a comfortable boat, shows in many ways signs of having been well handled by the depot. She has had so many improvements made that she looks like a new ship, and in regard to staunchness there is probably no other vessel in the fleet that could weather a storm as well as the Chamer.

For several weeks the Chamer occupied the slip at the Machinery Depot, and during that time she had the after part of her hull practically rebuilt. Numerous new plates replaced the old steel ones, and new frames were installed so as to increase the stability of the ship. Inside and outside the Chamer has been thoroughly overhauled, and the finishing touches to her are to be made at the C. P. R. docks. Capt. Tromp, manager of the B. C. Coast service, stated this morning that he expected the Chamer would be able to take up her duties as a relief boat within the next two weeks.

The Chamer has not yet had a test with her oil burners, but the officials of the company evidently expect that the vessel will greatly increase her former speed. Her two new boilers, which were constructed in Seattle, will be capable of producing more steam than the old ones, and the vessels of the C. P. R. outside the ferry boats that can beat the Chamer in regard to speed, will be very few.

TWO MILLIONS INVOLVED

Big Timber Deal Has Been Completed in Oregon

Portland, Ore., June 13.—One of the largest deals ever closed in Oregon was completed yesterday when S. Benson transferred his holdings in Columbia county to the Benson Timber company for a consideration of \$2,100,000. The principal owner of the company is Frank Lynch, who, with O. J. Everson and E. E. Covert, organized the new corporation to retain the name and good will of Mr. Benson's timber holdings. The deal involved 15,000 acres of land in the tract, containing 800 million feet of high grade yellow fir. With the transfer of the holdings are included the sawmill plant of 500,000 ft. capacity and a logging railroad, fully equipped, 12 miles long.

ASSAULTS INDIAN