

PIECES OF HULL WASHED ASHORE

Further Wreckage Found to
Westward of Carmanah—
More Drifts in to East

HULL SCATTERED ON ROCKS

Wooden Vessels, Alex Gibson
And W. F. Babcocks, Due
At This Port Shortly

Further information received yesterday from Carmanah point shows that disaster has occurred to some wooden vessel. An investigation was made today by a patrol sent at the request of the Colonist showed portions of a ship's hull scattered along the beach to the west of Carmanah. Some further wreckage is also coming ashore to the eastward, where the flotsam previously reported was washed on to the rocks. In addition to that previously reported, a cabin door of mahogany, with maple ventilating panels, and a lot of empty whiskey cases, which alone of all the wreckage littered the shoreline, bear any mark has come ashore. Two whiskey cases are marked "Mackay & White."

Two wooden vessels are due here, and until further information is received, alarm will be kept for each. These are the Alex Gibson, a 2,043 wooden ship built in 1877 at Bath, Me., now 14 days out from San Francisco, in ballast for Nanaimo, to load coal for Alaska; and the W. F. Babcock, 78 days out from Sydney with a cargo of coke for Crofton, also a Bath-built American wooden ship of 1882, built for her present owners, A. W. Scavell & Co. If disaster had occurred to the latter vessel, though, it is considered that part of her cargo of coke would have floated shoreward. There are also a number of other vessels due to the coast, and a number of coasting schooners are due in this vicinity. The nature of the wreckage found seems to preclude any possibility of the victim of the disaster being a metal vessel. Those about due are the British ship Osborn, Captain Williams, 69 days from Antofagasta, whose charter was cancelled a few days ago because of her tardy voyage; the British ship Manx King, 68 days from Talait, which must arrive within two days to save her charter; the French bark Bistard, 130 days from Antwerp for Seattle; the British ship Kildalton, 59 days from Callao for Port Townsend; British ship Senator, 51 days from Caleta Colosa for Port Townsend, and the French bark Marchal de Castries, 70 days from Caleta Colosa for Victoria. There have, too, been a number of wooden vessels which have recently left Puget sound port for Alaska with canneries, freight, and further information is received the particulars at hand are too meagre to hazard an opinion as to the identity of the vessel which has met disaster.

That there has been a wreck is conceded by shipping men. The wreckage strewn on the coastline to the east of Carmanah previously reported indicates that, and the finding since of portions of a ship's hull on the shore to the westward of the lighthouse clinches the matter. That the victim of the sea is an old vessel is evident from the description given of the wreckage, which shows a vessel of old construction, the practice of more recent construction being to put iron bolards in place of the old teakwood bolts. It is the finding of these things which has caused anxiety for the two Bath-built vessels, about due, the Alex Gibson and the W. F. Babcock. In the old days of shipbuilding at Bath the builders imported much teak and oak for this purpose.

The Alex Gibson is a ship of 2,043 tons, commanded by Captain Wayland, and carries a crew of about 26 men. She is owned by the California Shipping company, W. E. Mighels, manager, of San Francisco, and was built at Bath, Me., in 1877. She is 247 1/2 feet long, 41 1/2 feet beam and 29 1/2 feet deep. The other wooden vessel for which some alarm is expressed is a wooden ship of 2,138 tons, owned by A. W. Sewall & Co. of Bath, Me., by whom she was built in 1882. She is 240 1/2 feet long, 45 1/2 feet beam and 33 feet deep.

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STEAMER LEEBRO LEAVES THE WAYS

The new steam freighter Leebro, built by W. Turpe on the upper harbor for Leeming Bros., was floated from the ways yesterday afternoon, after a bottle of champagne had been broken on the new-painted bow by Mrs. T. W. Leeming, who is sister-in-law of the Leebro, which was designed by Messrs. Bennett and MacKenzie, of Turpe, yards, is a fine steam freighter, with capacity of from 400 to 500 tons of freight, 123 feet long, 28 feet beam and 12 feet moulded depth. There was quite a gathering at the shipyard to watch the steamer leave the ways, with the Union Jack fluttering from a mast raised at the bow.

The Leebro was moored to one of the dolphins at the shipyard, and the new tug Beatrice was fast to another. Tomorrow both of these vessels will be towed to the outer harbor, where alongside the Blue Funnel liner Teucer, which brought their boilers and machinery from Scotland. The boilers and machinery will be lowered into the holds by the Teucer's gear. The Leebro's engines were built by Ross & Duncan of Glasgow, and, like those of the Beatrice, were ordered through Ramsay & Patton of this city. Leeming Bros. intend to use their new freighter in the northern trade, and expect to get a share of the new trade to Prince Rupert. They are operating the steamer Oscar, under charter at present, and their steamer Cascade is under charter to the marine department.

The steamer Beatrice is a fine tug which Capt. Berquist, who built the tug Beatrice, ordered at San Francisco, and the hull of the historic sealing schooner Beatrice.

Leebro's Tug Launched.
London, April 18.—Sir Thomas Lipton's new racing yacht, Shamrock IV, was launched today at Lipton's yard at Falmouth, England. The yacht was launched by Capt. Sycamore, and is to compete in the British regatta of 1908.

Railway Officials Here
Messrs. F. W. Peters, assistant to Mr. William Whyte, second vice-president of the C. P. R., and W. B. Laniagan, assistant freight traffic manager of the railway, arrived in the city last evening and are staying at the Empress. Mr. Peters expects to return to Winnipeg in the course of the next few days, but Mr. Laniagan will be on the coast for about ten days.

Indian Boy Drowned
Through the capsizing of their canoe at the south entrance of Active Pass on Thursday night, two Indians, father and son, were thrown into the water and the latter drowned before his parent could succor him. The father succeeded in making his way to shore and spent the night on the cliffs. He was brought to Mayno Island at 5 o'clock on Friday morning. A search for the body of the lad resulted in its recovery in about twenty fathoms of water.

Foul Play Suspected.
Montreal, April 17.—The body of a man found with the throat cut at Dorville, a few days ago, has been identified as Gaudios Nicolai, a Greek, who had been up to two months ago employed at the C.P.R. Angus shops. The fact that the man's throat was cut with a sharp knife and that no knife was found near the body points to the likelihood of foul play.

Sherman Pool Champion.
Chicago, April 18.—The pool tournament for the national professional championship which has been in progress here for two weeks came to an end tonight. Frank Sherman of Washington, D. C., was the winner. He finished with six victories and one defeat. Charles Weston, Kansas, was second with five wins to his credit, while Thomas Hueston, St. Louis; New York and Pelletier, of Canada, tied for third. Benjamin Allen, Kansas City; Horace Lean, St. Louis and Martin Foy, Chicago, finished in the order named.

WALLIS WON TWENTY FOUR HOUR RACE

Gordon, Plucky And Covered
Almost Same Distance as
Winner, 178 Miles

Although he lost the 24-hour endurance race last night at the Assembly roller rink by a lap and a half, Stewart Gordon made one of the pluckiest finishes that it would be possible to imagine and gained a half of a lap on his opponent in the big race. The distance covered by the winner of the race was exactly 178 miles or 3,560 laps, there being 20 laps to the mile, and the boys accomplished this without having once left the rink. They did not have any sleep, and they rested in all only about 30 minutes distributed over six periods and at different intervals, and with the exception of two meals, which were taken during these intervals they ate as they skated.

Raymond Wallis who won the race showed splendid speed and won because of his dash. Until further information is received the particulars at hand are too meagre to hazard an opinion as to the identity of the vessel which has met disaster. That there has been a wreck is conceded by shipping men. The wreckage strewn on the coastline to the east of Carmanah previously reported indicates that, and the finding since of portions of a ship's hull on the shore to the westward of the lighthouse clinches the matter. That the victim of the sea is an old vessel is evident from the description given of the wreckage, which shows a vessel of old construction, the practice of more recent construction being to put iron bolards in place of the old teakwood bolts. It is the finding of these things which has caused anxiety for the two Bath-built vessels, about due, the Alex Gibson and the W. F. Babcock. In the old days of shipbuilding at Bath the builders imported much teak and oak for this purpose.

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WHITE STAR MAY GIVE CONNECTION

Reported That Big Atlantic
Line May Have Atlantic
and Pacific Services

CONNECTING WITH G. T. P.

Much Interest in Eastern Can-
ada Over Announcement
of Line to Montreal

The report is current that the Grand Trunk Pacific system will make an arrangement with the White Star line for its Atlantic and Pacific connections. At present the Atlantic connections with the Grand Trunk railway is maintained by the Dominion line under a traffic arrangement, and it was reported some time ago that the Dominion line would send steamers to the Pacific when the trans-continental road was complete to give a steamship service across the Pacific. With the White Star steamers running from Prince Rupert to the far east, there would be a very healthy rivalry with the C.P.R. and the competition would soon result in a much faster service being arranged. There have already been two White Star steamers in the Pacific trade; the Doric, since renamed the Asia, and another former White Star boat known as the Persia, operated from San Francisco under charter to the Pacific Mail steamship company, being the only British steamers engaged in the trans-Pacific service from San Francisco.

That the White Star line will soon start a service to the St. Lawrence on the Atlantic is generally conceded. R. S. Logan, assistant to the vice-president and general manager of the Grand Trunk railway at Montreal was interviewed recently in this regard. He said that while the railway company worked, at present, in conjunction with the Dominion line, he would be pleased to see an extension of the steamship service to the St. Lawrence. It is felt at the eastern port that the extension of the Canadian railway will necessitate more steamship accommodation, and the report of the coming of the White Star company to the Canadian trade has excited widespread interest in the Dominion.

White Star's History.
The White Star line commenced business in 1869, originating with Thomas Henry Imray, of Liverpool, who had previously been manager of the White Star line's clipper sailing ships engaged in the Australian trade. In 1870 William Imrie associated himself with Mr. Imray and the firm became Imray, Imrie and Company. Mr. Imrie, however, how, in 1881, after forty years of active business life, he is still chairman of the White Star line.

Having inherited a number of financial men in the project a contract was entered into with Harland and Wolff, of Belfast, to construct a fleet of steamships. The first ship of this line to appear in the waters of the Atlantic, in February, 1871. It was at once seen by her graceful lines that she was a clipper. Her mainmast, the best kept up in the world, was a new feature in construction was that the main saloon and passenger berths were placed as near midships as possible.

The original fleet consisted of six ships—Oceanic, Baltic, Atlantic, Republic, Celtic and Adriatic, each of about 4,000 tons. In 1874 and 1875 two remarkable vessels, then called the Britannic and Germanic, were added to the fleet. These boats are 486 feet long, of 5,000 tons, and 3,000 horse power. When first placed in service they were considered as knots on a consumption of 110 tons of coal each day. The Germanic was overhauled after twenty years' service and fitted with triple expansion engines, making her a seventeen knot boat. In July, 1895, she crossed from Queenstown to New York in six days, twenty-three hours and forty-five minutes. Later this year she was transferred to the Dominion line and under the name of the Ottawa has performed several feats in fast steaming between Liverpool and Montreal, and was the first passenger steamer to any consequence to steam through the ship channel at night, docking on that occasion soon after 10 o'clock.

Coming back to the White Star line—meanwhile the Cunarders, Umbria and Etruria had outrun the White Star clippers. Again an order was placed with Harland and Wolff, and as a result the magnificent steamers, Teutonic and Majestic were constructed. These steamers attracted so much attention that the British government subsidized them for foreign service as auxiliary cruisers. It was estimated that each vessel could accommodate a thousand cavalrymen and horses, or two thousand foot soldiers. There has been no development of the line since that time. The original Oceanic has been replaced by a 17,000 ton vessel, while the tonnage of the Adriatic exceeds the combined tonnage of the six ships that formed the company's original fleet. The Adriatic is a boat of 25,000 tons, 728 feet in length and 78 feet wide, carrying all kinds of conveniences, from a gymnasium to a photographer's dark room, to say nothing of an elevator service.

The original Oceanic after some years in the Atlantic service was transferred to the Pacific. After 25 years of service she was sold and broken up. Only two ships of the line have been lost. The Atlantic was wrecked on the coast of Nova Scotia, April 1, 1874. She had left the Mexico on March 20, with 22 saloons, 615 passengers, and a crew of 143. 730 in all of whom 560 perished. It was a dark and boisterous morning, but not particularly foggy. Captain Williams mistook his rocky coast and had his ship too near the land. The Naronic, a fine new ship of 6,500 tons, left Liverpool, February 11, 1882, with 22 saloons, 615 passengers, and a crew of 143. 730 in all of whom 560 perished. It was a dark and boisterous morning, but not particularly foggy. Captain Williams mistook his rocky coast and had his ship too near the land.

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Grand Values in Irish Dimity Muslins

Two notable features of our large stock are the broad varieties and the very modest prices. Pretty summer stuffs unrivalled for dainty "Tub Frocks." Almost every conceivable form of muslin beauty—excepting only those which have been decided out of date. That's another desirable thing the purchaser is absolutely certain of here—perfect up-to-dateness and correct style.

And Other Fashionable Wash Fabrics

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FINANCIAL STRAITS OF THE JAPANESE

Dissatisfaction Felt on Em-
pire's Changes in Policy
of the Government

Co-operation in Denmark

The Danish Farmers' Co-operative Egg Export association, founded in 1895, now counts about 40,000 members and has its own paper. The object of the association is to work up the best possible market in foreign countries for Danish eggs, by guaranteeing all buyers that the eggs sold under the mark of the association are strictly fresh and clean. It has packeries in the principal cities. Every week the association sends out a list of prices, which then is in force from Thursday morning to the next Wednesday evening. The sales of the association amount to about \$1,125,000 per year. Great Britain alone imports from Denmark in 1907, 3,800,000 great hundreds, valued at \$5,684,720. This was an average of 22.7 cents per dozen, against an average rate of 21 cents of the year previous and 20.4 cents in 1905.

The Danish Fruit Producers' association, another co-operative association, founded in 1888, has now about 7,000 members, and, like the egg exporters, also have their own paper. The association's work consists in arranging expositions and discourses and also by sending traveling teachers throughout the country. Further, it assists the members in obtaining the most suitable young trees and plants, as well as in the most profitable sale of their products. The sales of the association now amount to about 1,500,000 pounds of fruit per year.

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