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# HEAVY BUDGET BEFORE EXECUTIVE

## Two Coal Mine Inspectors Appointed—Rupert Obtains Loan for Lighting

One of the most protracted meetings held in many months by the Provincial Executive was that of yesterday, the first in which the complete cabinet has been assembled since the general election and which continued from early morning until almost midnight. The business was as varied as it was voluminous, and incidentally several important requests from far apart sections of the province were disposed of.

Representations that have been under consideration in respect to the alleged insufficiently of coal mining inspectors to keep pace with the rapidly growing demands of the work, led to a decision being reached to appoint two additional inspectors for the Crow's Nest field, the choice falling upon Evan Evans and John Strathan.

**Prince Rupert Lighting.**

With regard to the request from Prince Rupert, presented by an influential delegation still in the city, that a sum of $50,000 be advanced by the province to secure the equipment and installation of an adequate electric lighting plant in the new terminal city it was ultimately decided to accede to the request, the details of the arrangement being left with the Minister of Public Works to adjust during the stay of the delegates in the Capital.

In brief the citizens of Prince Rupert had asked for accommodation in manner similar to that under which concessions had already been made to enable them to provide plank walks, sewer and water systems, the funds requisite for the works contemplated being advanced by the government until such time as, with incorporation, the city is enabled to levy and collect taxes upon its own account. It is understood that such incorporation will be sought at the approaching session of the House, but precisely how has not yet been decided. It is possible that Prince Rupert will profit by the experience of other Provincial cities—one of which (New Westminster) will at the earliest opportunity relinquish its special charter in order to come in under the Municipal Clauses Act—and make no demand for a special act.

There is a possibility also that government by commission, as in Montreal, may have its first demonstration in this Province at Prince Rupert, the plan referred to being now under examination, with others, by influential representatives of the Northern city.

Another application from Prince Rupert, presented by George E. Naden, formerly member for Greenwood, was for a site as a gift from the Government for municipal buildings to be erected upon accomplishment of the city's ambitions in incorporation. The government has decided to arrange for no further sale of Prince Rupert lands at present, but will give special consideration to the application in question at an early day.

An appeal from Hatzic prairie for governmental assistance toward the building of a needed dyke was considered at some considerable length and ultimately left with Hon. Mr. Cotton, for further investigation.

**Grain Elevator Proposition.**

Still another extra-important item of business was the proposal advanced through E. H. Heaps of Vancouver, for assistance to a company with which he is identified in the building of large grain elevators at New Westminster city.

In brief the proposal advanced was that the government guarantee for 30 years the interest upon the company's bonds to the extent of $500,000 at four per cent., and after a very thorough consideration of the questions involved, it was announced that the government finds itself unable to entertain the proposal.

The application of the Cranbrook Power & Light Co., originally considered at a former Executive session, was approved insofar as the contemplated additional works are concerned, subject to certain special conditions duly provided for.

During the busy day a number of delegations were afforded opportunities to present to and discuss special matters of business with the Executive.

One of these, representing the residents of Sumas, was headed by Messrs. Walker and Sear, and asked for the repeal of the Sumas Development Co.'s act of 1905, a private act under which it was proposed to proceed with extensive dyking works. It is matter of common knowledge that the company interested later disposed of its assets to capitalists identified with the British Columbia Electric Railway Co., and information has subsequently been advanced to the effect that these have abandoned the scheme as originally formulated, as a result of which the present application to the government was made.

In opposition to the request for the act's repeal, Messrs. Hermon and Bowman of Upper Sumas were heard, as representatives of the Commissioners appointed under the act.

**Ask Written Statements**

After a long consideration of the conflicting views advanced and of all interests concerned, the Executive requested the representatives of the landowners to forward a written statement of all relevant facts, together with a formal application for repeal of the act, the commissioners being at the time requested to embody their views in writing.

From 9 o'clock in the evening the time of the Executive was taken chiefly in consideration of reports and recommendations, with other related matters, presented by the Civil Service Commission, in respect generally to grading and the establishment upon systematic lines of the provincial civil service.

# TRAGEDY AT CHILLIWACK

**Explosion of Thawing Stumping Powder Brings Horrible Death to Native Girl.**

A gruesome sight met Dr. McCaffrey as he answered a call to one of the construction camps at Sumas last Saturday, to attend a patient burned almost to a crisp through the ignition of stumping powder and the burning of a shack of one of the workers on the right-of-way of the B. C. E. R. An Indian by the name of Davis Peter, of Hope, has a contract for clearing a section of the right-of-way back of Sardis, and was working on the line through Chas. Evans' property. He had built a small shack of cedar and lined it with tar building paper, for the accommodation of himself and family while on the contract. During the cold spell the stumping powder with which he was blowing out stumps and roots became frozen, and he had taken a dozen sticks of it and placed them behind the stove to thaw out. The shack being only a 10x12 and the stumping powder very combustible, and exploding, instantly the tar paper and the whole interior of the dwelling was a seething mass of flames. The inmates of the place were able to get out without injury to themselves, with the exception of a daughter, who was acting as housekeeper and cook for the party. This unfortunate young woman became hemmed in by the flames and before she could be rescued her clothing and the flesh on her arms and body were burned almost to a crisp. Dr. McCaffery was immediately telephoned for, but no earthly aid could save the life of the unfortunate creature, and she died in a few hours.

# WOUNDED IN THE HEEL

**Classic Suggestiveness Does Not Appeal to Vancouver Hold-Up Man's Victim.**

Holdup men on Monday night fired on Archibald Mitchell of 917 Keefer street, Vancouver, and shot away a portion of his right heel as he fled, after being commanded to hold up his hands. Mitchell was going home at about 11 o'clock, and had arrived at the corner of Hastings street and Jackson avenue. It was very foggy and he could not see plainly before him. He was going slowly but suddenly was brought to a full stop by the gruff command to "stick his hands up." Instead of obeying he turned and ran. A shot rang out and for an instant he thought he was wounded for he felt something strike him on the shoe. He did not stop, however, until he arrived at police headquarters. Investigation showed that a clean hole was shot through one of the heels of his boots. Mitchell was unable to describe the holdup men, of whom there were three, all armed with revolvers and masked. One wore an overcoat.

A few minutes after Mitchell reported to the police, R. Barrett, of 879 Hastings street called up that he had heard one shot fired, and on looking out of his front window saw three men run past. One was particularly noticeable on account of his bow-legs and shortness. The other two were large men who took great strides in running but the bow-legged one beat the sidewalk about twice as fast as his longer pals. All the detectives on duty immediately were put on the trail but found no suspicious characters. For the balance of the night the officers hunted unsuccessfully.

A stable owned by the Globe Paint Co. at 441 Hastings street east was broken into Monday night and a horse and buggy stolen. Yesterday the buggy was found far out on Hastings street and a short time afterwards the horse, unhitched but with the harness on, was found. It is thought possible the outfit was stolen by the three men who held up Mitchell, and used in putting distance between themselves and the pursuing detectives.

# WHEAT SUPPLY WOULD BE AMPLE

## F. W. Thompson's View of the Mooted Preference to Colonial Products

MONTREAL, Dec. 21—F. W. Thompson, vice president and managing director of the Ogilvie Flour Mills company, was yesterday asked whether he thought the United Kingdom would be justified in placing a duty on all foreign wheat and flour, and whether, should this be done, the overseas dominions could be depended upon in the near future to meet her full requirements.

Mr. Thompson replied that this was a problem to which he had naturally given a great deal of careful thought and study, and after mature consideration he was convinced that Great Britain would be justified in taking such action fully. It is absurd to question the empire's ability to supply its own needs, when Canada alone has an area sufficient to supply them many times over. Why, with such unlimited resources the country is not developing faster, was to his mind the really serious side of the problem. It is not so much a question as to the possibility, but the probability, of Canada producing these enormous crops. This is where he believed, a tax on foreign grain, with the free importation into the United Kingdom of the wheat and flour produced within the Empire, would give the assistance needed and what applied to Canada applied to all the colonies.

"And let me take this opportunity of adding that the assistance thus rendered the colonies by Great Britain would, I believe, further stimulate us in assuming our full share of responsibility in maintaining an imperial navy such as would be adequate to safeguard our tremendous commerce. I mention this only because I feel that in this great work of empire building we should all be prepared to give as well as take, and every citizen of our Dominion should remember that naval protection is necessary if our commercial supremacy is to be enduring."

Mr. Thompson concluded his observations by declaring: "Development of the Empire's resources is all that is needed to provide for the Empire's requirements, and to my judgment British preference for colonial products is the one great imperial highway by which this long dreamed of imperial success can alone be achieved."

**Steatoff to Hang**

OTTAWA, Dec. 22.—The cabinet has decided not to interfere with the death sentence of Steatoff, the Macedonian, for the murder of a fellow-countryman last April. He is to be hanged tomorrow, Thursday.

Captain and Mrs. Armstrong and family are down from Golden to spend the holidays with Victoria friends.

Among the many Vancouver visitors at present in town are Messrs. Reginald J. J. Bevan, Elliott S. Rowe, Mr. and Mrs. Norman Allice, Mr. and Mrs. J. S. Rankin, Mr. C. E. W. Jackson, Mr. J. S. Pugh, Messrs. F. Moller, H. B. Gilmour, C. J. Kay, S. Crofton, Mrs. J. E. Davie, Mr. A. B. Palmer, W. G. Elkington, Mr. and Mrs. Newton and Mr. Walter Clare.

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FANCY BEAD CHAINS, long and short, in all colored beads and dull and bright jet, 90c, 75c, 50c, 35c and ..... 25¢
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SPANGLED NET SCARVES at ..... $6.50
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Very pretty line of Scarves in Chiffon, at ..... $4.75
Some priced lower still, yet of very excellent quality.
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With chain handles, at $4.75, $4.50 and ..... $4.00

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FANCY OPERA BAGS, in Gold and Sequin and fancy Silks, $7.50 to .... $2.25
LEATHER BAGS, in all shades and sizes. All the new shapes are here. Wide range of prices, $15.00 to ..... 90¢
THE NEW WHIST PURSE, very new, $4.75 to ..... $3.75
BELTS—Fancy Elastics in all colors, black, gold, silver and fancy colors, $1.50 to 25¢
NEW METAL BELTS, some with kid ends, $2.50 to ..... $1.25
SUEDE BELTS, new shades, with jet trimmings, 90c and ..... 75¢

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FANCY FLANNELETTE ROBES in cardinal, pink, sky, mauve and navy, fancy art designs, at $3.25, $2.75, $2.25 and ..... $1.75
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EIDERDOWN ROBES in fancy stripes, red, grey, pink, sky and navy at $8.50 and ..... $6.50
SILK KIMONAS, floral design, $10.75 and ..... $9.75

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SIX FINE WHITE LAWN HANDKERCHIEFS, neatly enclosed in pretty and attractive box, at ..... 90¢
SIX ALL PURE IRISH LINEN HANDKERCHIEFS, packed in novelty and bridge card case and containing bridge marker and pencil. Special ..... $1.25
PLAIN HEMSTITCHED, lawn, each ..... 5¢
PLAIN HEMSTITCHED, colored edge, each ..... 5¢
PLAIN WHITE LAWN, each ..... 10¢
COLORED, FANCY HANDKERCHIEFS, each .... 10¢
COLORED FANCY HANDKERCHIEFS, each .. 12½¢
FINE LACE EDGE, lawn, each, 25c, 20c, 15c and 12½¢
EMBROIDERED HANDKERCHIEFS, hemstitched, lawn and linen, each, $1.25 down to 25c, 20c, 15c, 12½¢
INITIALED HANDKERCHIEFS, colored edge, each ..... 25¢

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# SINKING OF THE LA SEYNE

## Details of Loss of French Steamer ni Shark-Fested Seas

Full details of the steamship disaster, when the British India company's steamer Onda sunk the French steamer La Seyne in the Straits of Rhio, about 28 miles from Singapore, as briefly cabled, have been received in mails from the Orient. The La Seyne, which kept a fortnightly service between Singapore and Batavia, connecting with the regular steamers of the Messageries Maritimes, collided with the British India Steam Navigation Company's steamer Onda and sank almost instantaneously, carrying to their death 93 persons out of a total of about 154 souls aboard.

The Rhio Straits form the main shipping highway for ships sailing between Singapore and Java. They are well lighted, but navigation is difficult owing to the strong sets of the current, and great care has always to be exercised in negotiating the channel, especially when other ships are in the neighborhood. The La Seyne was travelling northward to Singapore. The Onda was bound for Tegal, in Java. The two vessels approached each other at a spot where the strait is about two miles wide, near the lighthouse on Pulau Sau.

The French steamer went to the bottom in less than five minutes, and she now rests on the Pulau Sau side of the channel, with some 25 feet of her main mast as the only visible sign of where she lies. She went down by the head, and the survivors were left in the water, with only the clothes they happened to be wearing at the time. The commander of the La Seyne, Capt. Conailhoe, lost his life.

So suddenly did the catastrophe happen that there was apparently no time for orders to be given on the French ship, or for boats to be lowered. The vessel went down like a stone and it is quite evident that the majority of those lost must have been drowned like rats in a trap, a good many of the few who managed to scramble on deck being in little better case, for they must have been imprisoned under the ship's awnings. And it is also clear, from what follows, that of those who got clear of the ship, a good many were the victims of the sharks, in which those waters abound.

All of those rescued were picked up by three boats which were promptly put out by the Onda, but it is unhappily clear that if any remained alive who were not picked up at the moment, they must have met their death later from the sharks or from drowning.

Amongst the survivors were Mr. F. Dreyfus, the agent of Pathe Freres, who was thrown into the water in his pyjamas and managed to keep afloat until one of the Onda's boats took him out of the water in a very exhausted state. Mr. Habib, the diamond merchant of Bangkok, who was the owner of the Hope diamond, lost his life. Mr. Rodrigues, of Singapore, and his two daughters, appear to have suffered the same fate.

**A Sailor's Account.**

Among the European passengers on the La Seyne was a sailor named Glendinning. He said that just after four o'clock on Sunday morning the La Seyne was steaming close to the Pulau Sau light. There had been a heavy thunderstorm the previous afternoon, with plenty of rain, and the weather was hazy, though it was not actually raining. He and his mates had retired, but Mr. Glendinning, hearing the ship's whistle give one blast, proceeded to make his way up on deck, the six men being quartered a little for'ard of and below the bridge. He had not reached the deck when the La Seyne gave a couple more blasts, and almost simultaneously the two ships went into each other with a crash.

**Went Down Like a Stone.**

The appalling suddenness with which the French ship foundered may be gathered from the fact that Glendinning says that he at once noticed she was sinking by the head. He immediately rushed to his mates and called them up, and on reaching deck again shouted to the Onda people to throw out some lines. But, added Mr. Glendinning, with seafaring phlegm, there was no time for lines. She just sank in about three minutes from the time she struck. Directly the cold water got to her boilers they exploded and burst out her sides, and she went down like a stone. In another moment we were all in the water. It appeared to be still water where we went in, but a couple of hundred yards or so off we got into a rip, and began to travel away. There were all kinds of wreckage in the water round me, including rats, one of which jumped on my shoulder. There was a good deal of shouting, but it did not last long. It was no use swimming against the tide, it was too strong. I kept in heading for the other steamer, and after I had been in the water for some time I was picked up by the boat in charge of the second engineer of the Onda.

**Lost and Saved.**

The list of lost and saved, as compiled by the M. M. officials here is probably not complete in every detail, but it is as nearly accurate as the dislocation of work which the disaster has involved will allow of for the moment. It is as follows:

**Lost.**

European passengers: Mademoiselle Barthy, Baron and Baroness de Benliczky, Madame Saint Ange, Mademoiselle Deriff, M. Delacroix and Mr. Habib. Officers and crew: Captain Conailhoe, Purser Bruneau, Doctor Gonet, chief cook Boeuf, steward Faure, and 38 native crew and between 40 and 50 native passengers.

**Saved.**

European passengers: Francis Maxwell, Henry Muller, Percy Bolton, Joseph Saliba, Charles Glendinning, Talsin, F. Dreyfus. Officers and crew. Second captain E. Grundenlj, first officer Mage, second officer Fournier Aulome, chief engineer D. Rasul, first engineer Joseph Jaques, second engineer M. Chalaeyat, chief steward Jos. Sertuillet, first fireman O. Doumingue, storekeeper Victor Cavenne, first gunner Vincent Ferrero, boatswain Laurent Hugo, and second cook Charras. Besides these 28 native crew and 14 native passengers were rescued.

# RICH GOLD ORE IN NEW ONTARIO

## Discoveries Along Line of Government Railway Causes Sensation

TORONTO, Dec. 21.—The commissioners of the Temiskaming and Northern Ontario railway this morning received a report of some startling gold discoveries in the north, along the line of railway.

Some time ago indications were found of the existence of gold, and Mining Engineer Cole, who is one of the best recognized authorities on such matters, was sent to investigate. His report is a glowing one. Some claims are held at $100,000.

The township in which rich gold-bearing ore, and even gold in the free-state, are found, are Whitney, Tisdale, Mountjoy, Shaw and one or two others, and extending down into the Temagami district.

What is known as Porcupine camp promises to be one of the richest in America. Land in these townships is held very largely by veterans. Some of the veins located have been traced for a long distance. They range from 25 to 75 feet in width, and are very rich.

LONDON, Dec. 22.—Lord Strathcona had a narrow escape from serious injury just before 8 o'clock last evening. He was returning to his office from an official engagement when his auto was smashed into. Lord Strathcona was knocked down in his car and dazed, but was otherwise apparently unhurt. His lordship was at the high commissioner's office today and seemed unaffected by the accident.

# BALLOTS ICEBOUND AT CANOE RIVER

## Belated Election Returns in Hon. Thomas Taylor's Constituency

While representative government as practised in British Columbia is beautiful in theory, and generally acceptable in practice, there are occasions upon which it comes very close to the borderland of farce such as is—or should be—the particular domain of comic opera creators.

An instance in point presents itself in connnection with the election that took place on Thursday of last week, at the isolated polling division of Canoe river, which is far up the affluent of the Columbia after that noble river makes its famous "Big Bend."

In summer the Canoe river country is not especially inaccessible, for Providence has looked well to the connecting waterways. But now, in the grip of winter—the Canoe river polling station is seemingly as far away as the Pole, and quite as hard to reach.

It is this immovable condition which necessitated the deferred election there, the time intervening between the dissolution of the House and the announced election date being insufficient to enable the formal papers, ballots and boxes to get in, or notice of the poll to circulate among the scattered prospectors and timber cruisers claiming the country as home. A snowshoe journey of 110 miles through absolutely virgin conutry is involved, and the cost of affording the listed voters fair opportunity to express their sovereign will, is placed at $320.

There are eight voters interested, and—knowing that the country has gone Conservative—that Hon. Thomas Taylor is their district's choice, no matter how they vote—the plumping for one or other of the rival candidates would not save for that hapless person his deposit, it is quite possible that the voters in question would much prefer on the present occasion a potlach of the election expenses. Forty dollars per man would not be half so bad, with winter setting in, and Siwashes asking 30 cents a pound for packing in beans and bacon.

But of course it wouldn't do.

There's just this ray of satisfaction and of speculative charm in the situation for the Canoe river voters:

Their votes may seal the fate, for weal or woe, of local option plans in British Columbia.

# RING OF SMUGGLERS

**Twenty-Six Arrests Made in Connection With "Sleeper Trunk" Operations.**

NEW YORK, Dec. 22.—Collector of the port, Wm. Loeb, Jr., today declared that the arrests here in the "sleeper trunk" smuggling cases are but the beginning of a series of arrests that will follow all over the country, even extending to the Pacific coast.

"The importation of costly goods through this port without payment of duty," said Mr. Loeb, "was the result of a far-reaching plot, the head of which was a former U. S. customs official, who made his headquarters in Paris, and who has since died."

Seven indicted dressmakers have been arrested here and held in various amounts of bail for trial in the federal courts.

Twenty-six out of twenty-seven men and women dressmakers indicted by the federal grand jury for participation in the alleged frauds have been arrested in this city, in Chicago and Boston. Practically all have given bail for their appearance on January 3rd.

# HIGHER RATE GOES

OTTAWA, Dec. 22.—The Railway Commission has heard the complaint of the Canadian manufacturers against the proposal of the telegraph companies to increase the rate on code messages. The evidence of Mr. Allan of the Toronto Board of Trade was heard. He read telegrams from the Halifax, St. John and Hamilton and London Boards of Trade in opposition to the proposed increase in the rates. Each maintained that such increase would be injurious to the business interests of the country.

Among the witnesses was W. J. Camp, electrical engineer, C. P. R. telegraphs, a tariff expert, who explained at length the difficulties of the situation as regards code and cipher messages. He said the new rule had gone into effect in the United States and on the government telegraph lines in British Columbia.

Mr. Mitchell, representing the Toronto Board of Trade, contended that the difficulties regarding code words as opposed to dictionary words were visionary.

Judge Mabee decided in favor of the telegraph company's new rate, to go into effect on July 1st next. The rule applying to international traffic will go into effect at once. The new rule will limit cypher words to five letters, instead of ten.

**Nanaimo to Have Sewers.**

NANAIMO, Dec. 22.—At last night's meeting of the city council a bylaw was passed authorizing the borrowing of $100,000 for the inauguration of a sewerage system in the city. The bylaw will be submitted to the ratepayers on Jan. 13.