WILL SUBMIT CHANGES AGAIN

Labor Party Still Holds to Constitutional Alterations in Australia—Hatpin Evil in Sydney Dealt With

MELBOURNE, Jan. 12 .- At the Hobart federal labor conference the delegates re-affirmed their adhesion the constitutional alterations rejected last April, and the proposed changes will again be submitted to the electorate at the elections next year.

At Sydney, Mr. Beeby, a prominent capitalist has promised to advance oney to the corporation to build workmen's houses, in order to counteract to some extent the high rents prevailing at the present time for homes throughout the city.

The municipal council of Sydney is drafting a bylaw dealing with the wearing of hatpins in public. This has become necessary owing to the common custom among the women of the city wearing these pointed instruments in such a projecting position that a number of persons lately have been seriously injured while forced into close proximity to women, as in public conveyances.

The New Zealand parliament has been called to assemble February 15, when the house will decide the fate of the Ward ministry. Neither party as a result of the recent elections has reliable enough majority to carry on the affairs of the country

At Walcha, a sna'te 71/2 feet long was found in bed with an infant. The discovery was made by a brother of the child, who found snake bites on her mouth, chin and nose. The wounds were cauterised, and it is believed the victim will recover

CHINESE CRISIS IS APPROACHING

(Continued from page one.)

cil, and other government leaders, met this afternoon, and decided the best means for providing for the Emperor and the Empress Dowager, and also out lined the necessary communication that will be made to the republicans. The premier intends to remain in Pekin and maintain control, pending final ar-rengement with the republicans. It is understood that the leading powers are ready to support Yuan Shi Kai, believing he is the one strong leader capable of grappling with the situation, especially in view of the discord among th

republican leaders.

Dispatches from the provinces today report many murders, and the looting and burning of houses. Hundreds of women are committing suicide in fear cf bandits, who are committing all kinds of atrocities.

Impossible Arrangement

WASHINGTON Jan. 13.—This was a day of intangible and wild rumors and proposals in the Chinese capital, Min-(Continued on Page Two.)

ister Calhoun called to the state department today. He said Yuan Shi Kai was reticent, and it was gathered that some of the Manchus had conceived what was regarded as an impracticable solution of the present deadlock. This is said to involve the restoration

of peace upon the basis of a monarchy in the north, and a republic in the south of China, both of a provisional character. The two ultimately would first minister sometime within ment, its character to be determined by plebiscite at some later date, when conditions become tranquil This inerger is regarded as necessary

to prevent a further division of China and the seizure of various weakened sections and provinces by foreign pow-

The project is regarded here as impossible of execution, and it is hoped that another solution of the dangerous gituation will be found.

NOTORIOUS SCHOONER CARMENCITA WRECKED

Was Vessel in Which Capt. McLean Went to Make Fatal Raid at Copper Island Rookery

The schooner Carmencita, notoniou a seal raiding vessel in which Capt. Afex McLean made his noted trip to raid the Copper islands to be met with a fusilade from the Russian guards, which killed Walter York, one of his hunters, and wounded another, has been wrecked. The Carmencita came to Victoria in 1904, being outfitted by a San Francisco syndicate to sail under the Mexican flag on a sealing cruise. Indictments were issued at San Francisco for those who outfitted the vessel and for her master on a charge of evading the sealing laws. Under the name of Acapulco, the schooner went from Victoria to Bering Sea where the news that U. S. revenue cutters were after her was given those on board by the crew of a whaler and they refused to proceed. The schooner returned to Vic toria and was sold by auction to satisfy claims for wages. The vessel was afterwards purchased by G. W. Boermake of Los Angeles and rechristened the Jennie Thelin, and later she became the Ramona. The schooner was wrecked on the rocks of Punta Maria, 150 miles south of San Quentien, Lower California. The crew of seven escaped and reached

San Quentien.
"The Ghost," written by Jack London, was based on the exploits of the Carmencita and its daring skipper in the seal poaching "business" in the

The schooner changed owners many times and recently had been engaged in the fishing and guano trade along the Lower California coast.

PORTLAND, Ore., Jan. 12.-The trials ouis J. Wilde, a banker of San

Diego, charged with the alleged embezzlement of \$90,000 from the Oregon Trust and Savings bank, commenced before grand jury Kavanaugh in the circuit this afternoon. It is believed that considerable time will be spent in securing the trial jury. Considerable friction has existed between the atorneys for the opposing sides, and the trial promises to be somewhat sen-

ACTIVE SUFFRAGETTES

Toronto Women Have now Organized Six Associations in Furtherance of Their Cause

TORONTO, ('A 12.-Suffragette as station number six loomed up in the city today. The alm of the new organiza tion is to educate women on the needs of the extension of the vote to them through public and private meetings This was stated by a coterie of local suffragettes, who called a mass meeting of the sisterhood. There was a large at tendance of fashionably dressed women who want votes, and practical steps wer taken to put the new league into action. This makes the sixth suffrage society. The others comprise the East End suffrage association, the headquarters' suffrage association, Toronto suffrage social club and the Ontario womleague. Besides these there is the Canadian suffrage association which is a na tional organization.

VANOUVER TO PEACE RIVER

Sir William Mackenzie Coming to Coast to Interview Premier McBride—Expectation Rife Over Railway Policy

While the country awaits with keen expectancy announcement by Premier McBride of his extended railway policy, it is unofficially understood that no iefinite proposals have as yet been made ooking to the immediate construction of the much-desired connection between he coast cities and the Peace River district, in so far as the provincial govrnment is concerned.

Alternatively a line promoted by Mr forton Griffiths, M.P., the Engl'sh capitalist, another behind which Sir William Mackenzie and Sir Donald D. Many are reported to stand, and the British Columbia & Alaska railway, already chartered by special act and nas completed its reconnaissance between Ashcroft or Lytton and Fort George, are currently reported as in the field, while it is the well understood intention of the Grand Trunk Pacific company to provide a direct connec tion between Vancouver and its main line so soon as that line is completed, earlier action in this direction being prescribed by the terms of the com pany's federal charter.

It is the fear that waiting will involve the loss of the Peace River and even more westerly trade to the merchants of Winnipeg and Edmonton that is in lucing Vancouver and other mainland centres so energetically to press for a road which can be immediately

While no definite proposals are as yet before the local government in this connection, the project is very much to the fore in connection with the premier's and as Sir William Mackenzie will be in Victoria for a conference with the week, it is quite possible that condi tions may be altered before the close of the session.

Indefinite rumors of an amalgamation of the Norton Griffiths and the Mac cenzie and Mann interests are even now in the air.

As to the British Columbia & Alaska Railway promoted and incorporated by Jean Wolkenstein of New York and his Wall street associates, the provin cial government will probably sugges when their application for a time extension comes to be dealt with, that a simpler solution of the problem might be found in nermitting the special charter to lanse, the company thereupon availing itself of the facilities of the general Railway Act of British Colum-bia, which is being found to operate most satisfactorily, being simple, convenient and of marked public advantag n virtually eliminating the too commo practice of charter-mongering, of which the province has had considerable experience in past years.

FIRE IN SYDNEY, N. S.

Explosion of Pilm Causes Destru Theatre-Hotel in North Sydney

SYDNEY, N. S., Jan. 12.-The Un que Theatre was destroyed here by ire last night and with great difficulty the Sydney hotel was saved, Only a few people were in the theatre at the time, and all left the building safely The fire was caused by the explosion of a film. In five minutes the building was all in flames, and fifteen minutes afterwards the theatre was in

ruins. The Belmont Hotel in North Sydne vas partially destroyed by fire last night. The building was gutted, and the loss will be heavy. A defective chimney caused the fire, which for a time threatened the whole town.

Suing for Damages TORONTO, Jan. 12.—Captain A. E. C. Deacon, of Bedford, England, has entered an action against the Toronto Street Railway company to recover \$10,000 damages for the death of his wife. She was killed in an accident o King street east on Christmas Eve. He

injuries sustained by himself. LONDON, Jan. 11 .- A report from Bexley Heath, Kent, says that Sir Charles Tupper is slightly better.

has also entered an action for \$5000 for

REVENUE SHOWS LARGE INCREASE

For Nine Months Ending on December 31 is Fourteen Millions Greater Than in Previous Year *

OTTAWA, Jan. 12.-The monthly report of the finance department shows that the revenue for December, 1911. was \$11,595,089, compared with \$9,798,-387 in December, 1910. For the nine months ending December 31, 1911, the revenue was \$99,482,947, as compared with \$85,655,838 in the corresponding period of 1910, an increase of \$13,817, 114 The expenditure on current accoun was \$6,519,861 for the month and \$54,-303,871 for the nine months, compared with \$5,355,286 and \$52,984,123 respectively in 1910.

The expenditure on capital account was \$3,148,159 in December, and \$18,-983,354 in the nine months period, the corresponding figures in 1910 being \$3,-

The net debt on 31st December last was \$313,386,651, as against \$326,835,955 on December 31st 1910. On Novembe 30, 1911, the figure was \$315,436,632. The government has asked Messrs McIsaac, Calvert and Young, transcontinental railway commissioners, to resign. The construction of the foad will be in the hands of Major Leonard and Mr. Macpherson, assistant commissioner.

Canadian mineral production last year totalled \$105,000,000, an increase of 14 per cent. Gold production amounted to more than \$10,100,000, silver \$17,000,000, nickel. \$11,000,000, and pig iron \$11,000,000.

NEW TUG WRECKED AT OAK BAY

Vessel Built by Coulson Brothers Oak Bay Avenue Goes Ashore Soon After Being Launched

The new tug constructed by Coulse Brothers, of Oak Bay, with a view to entering the general towage business from Oak Bay, which has been anchored there for the past eleven days. was driven ashore on Thursday night during a heavy squall, and will prob ably be a total wreck. It is expected that the engine, which has just been installed, will be saved. The towboat, which was constructed in the garden of Messrs. Coulson on Oak Bay avenue was taken on a truck drawn by six horses to the water at Oak Bay on New Year's day and has been lying moored there since being launched.

FRUIT EXCHANGE FOR

Mr. R. M. Winslow on Results of Annual Convention of Washington State Agriculturists-Advice for B. C.

Mr. R. M. Winslow, B.S.A., provincia porticulturist, has just returned from the representation of British Colu at the annual conference of Washing on state agriculturists, held this year at Clarkston, on Thursday, Friday and Saturday last. The most interesting feature of this convention, Mr. Winslow reports, was the announcement of the completion of arrangements for the setting in operation of an exchange for the handling and marketing of the fruit of all the affiliated associations of the Pacific Northwest states-including th Hood River, Rogue River and Yakima sections—this exchange being based on the California plan.

It is expected that this exchange will handle something over eight thousand carloads of fruit next season, or more than half the crop of the Pacific Northwest. With this organization, there is no doubt that the growers of the neighbor states to the south will make an even more aggressive and effective deavor than heretofore to secure session of the western Canadian markets, and herein is found a conspic ous object lessin of the urgent necessity for British Columbia fruit grow-ers adopting some similarly systematic and practical scheme for the co-opera-tive handling of their product.

The exchange now arranged for by he neighboring American growers is he result of three years' organization activity.

During the course of the Clarkston convention many excellently practica addresses were delivered by experts in contributing a short talk on the pregress of horticulture in this province. It is satisfactory to note that British Columbians are ahead of their neighbors to the south in several ways in having a more effective and practica horticultural system for one thing, and for another in having a standard apple box for all Canada. The southern grow ers are now recommending the adoption of a standard northwest apple box, which will be virtually the same as that of Canada.

WHITE ELEPHANT

New King of Siam Thought by : 3 Sub jects to Be Sure of Good Por-tune by Capture of One

BANGKOK, Jan. 18.—For a good many centuries the so-called "white elephant" has been regarded in Ceylon, Burms, Indo-China, and especially in Sism, as a kind of semi-sacroscant animal, to be possessed only by kings, to be endowed with high sound-

ing titles, and to be treated with awe and veneration, while in bygone centuries the power of potentates in this portion of Asia was gauged to a very considerable extent by the number of white elephants they possessed. Rivairy for the ownership of them led to many sanguinary and bloody wars. In the reign of the late King Chulalong-korn no fewer than thirteen "white" elephants were captured in Siam, five of which still embellish the royal palace. Their discovery and capture are supposed to bring luck upon the sewereign and his land, so that when news was received in Bangkok in June last that sane had been caught up country it was generally accepted as a good omen for the new reign. The animal in question is no more "white" than any of its predecessors, but an absence of coloring matter in the skin of its ear flaps, and on other parts of its anatomy, suggestive of laprosy in a negro more than anything less entitles it to be clarsed among the sacred. Or semi-sacred, beasts.

The animal is a male, of playful disposition, about five years old, and standing about 5 feet, 8 inches high, adorned with a single short tusk on the off side. He was brought to Bangkok in a fine teak wood house, with a searlet and white three tiered roof, floating on a raft, and his progress furnished for the animal in the shape of a down the Menam river was attended with great celebrations wherever the raft tied up for the night. A foster mother was furnished for the animal in the shape of a the little stranger first landed at the capital on November 8, near the plaice, and was conveyed to his regular quarters at the Dusit Park summer palace in the midst of a state procession.

The Brahmin court astrologors had predicted that he was to witness the landing, arrived about half an hour late, the animal was not brought ashore till about 5.30 pm. Then he was inspected by the King, the Brahmins threw holy water and issmine flowers over him, a number of Isao drummers, and then a big black elephant in state trappings. A body of Laos trumpeters came

Arrived at his stable, the elephant was visited again by the King, Buddhist priests went through some religious ceremonies, and a kind of fancy fair was held lasting for three days. On November 2 the elephant received a title, that of Phra Saweke Vachira Paha, the ceremony including the hamding to him by the King of a stick of sugar cane on which his style and title had been cut in Pall characters.

ITS PROGRAMME

General Manager Chamberlin Announces Large Amount of Construction to be Done on G. T. Pacific

WINNIFEG, Jan. 12.-E. J. Cham erlin, general manager of the Grand Trunk Pacific, announced tonight the year's construction which he states will amount to twenty million dollars. This includes the building of six hundred miles of branch lines, connecting with the main line from Win-nipeg westward to the Rocky moun-tains, touching such large centres as Brandon, Regina, Moose Jaw and Cal-gary, completing the main line towards Prince Rupert through the mountains, leaving only 150 miles to be finished in 1913, and building a three-quarter million dollar hotel at Regina. Branch lines will also be built to Prince Albert, to Lethbridge and the United States boundary.

TICKET-OF-LEAVI

Informer in Cases Against John Day and Machinery Depot is Released from Jail by Minister of Justice

Frederick Bullock, informer in the navy cases brought against John Day and the Victoria Machinery Depot, who was sentenced to six months' imprisonment by Judge Lampman, on being con-victed of attempting to extort money from Mr. A. J. Bechtel by threatening to bring about criminal proceedings, has been released on a ticket-of-leave by order of the Militator Leave by order of the Minister of Justice at Ottawa. John Day is serving a sentence of eighteen months for having received goods stolen from the admiralty at Esimalt. The cases brught against the Victoria Machinery Depot officials charging them with being in possession the stolen goods were thrown out by the grand jury, which brought in no Bullock was released, from the provincial jail, where he had served about three months, on Friday, and re-ported to Superintendent Colin Campbell of the provincial police:

Indian Troops for Persia CALCUTTA, Jan. 12 .- Orders were is-

sued yesterday to the brigade of fantry stationed at Ahmadnagar to hold itself in readiness to proceed immediately to Persia. Reports as to the dangers incurred by merchants traveling over the trade routes in southern Persia

Model Rouse Project Defeated TORONTO, Jan. 11.—The city coun-

cil tonight voted down the proposal of the mayor to secure power for the city buy land and erect model houses which could be rented or sold.

GREAT DAMAGE

One of Crew of Strathalbyn Killed and Two Injured when Big Vessels Met Head on in Puget Sound

Capt. W. H. Logan, special agent of the London Salvage association, left for the Sound resterdey to make a survey of the damage sustained by the big steamers Virginian and Strathalbyn in the disastrous collision off Three Tree point, Puget Sound, and to arrange for repairs. One man was killed and two injured when the two steamers met head on with a crash that could be heard for several miles, shortly after 8 p.m. on Friday. The collision was seen by those on board the steamer Flyer. The sailor killed on the Strathalbyn was Jack Deyell of the Shetland Islands who was in the focsle writing a letter home, and injured men were firemen Wm. Urdem and J. Senruk, who were in their bunks, the former having a leg broken and the other was injured about the head, chest and shoulders. Capt. H. F. Beecher, who is a son of the noted preacher, Henry Ward Beecher, was pilot of the Strathalbyn. on board the steamer Flyer. The sailor

When the two vessels came together six men were pleasing cards in the fore-castle of the Strathelbyn and four firemen sleeping in their quarters above. After the impact all that was left of the forecastle and the bow of the vessel was a shattered hulk dragging in the water a shattered hulk dragging in the water and a gaping hole extending 56 feet aft, below and above the water line. When the roster was called, one man of those sitting in the forecastle was missing. He had been writing a letter home. His name was Jack Deyell of the Shetland islands, Scotland. He was the youngest man on the ship, barring the cabin boys, his age being only 19. His body has not been recovered.

When the steamers met, with terrific orce, distress signals were blown by the Strathalbyn and promptly answered by the steamer Flyer. When the Flyer came alongside the lumber steamer, Piecher asked the name of the ves sel with which they were in collision. He told the Flyer captain the Straital-byn was not making water and that he needed no assistance. He asked to be

needed no assistance. He asked to be reported as coming back to Tacoma. The steamer Virginian backed away into the bay and also refused assistance. The damage to the Virginian consists of a note 12 feet long and 3 feet wide about 3 feet above the water line, between the 24 and 25 foot loading marks. There are seven frames broken and probably more. Her stem is bent and probably more. Her stem is bent and on her port side is a hole 12 feet long. on her port side is a hole 12 feet long and about 3 feet wide.

and about 3 feet wide.

The Strathalbyn was heavily loaded with 3,500,000 feet of lumber for Australia. The gap in the Strathalbyn's side is a big one, extending almost the entire length of hold No. 1, which is filled with water. At first it was fearthat the vessel was going to founder, but beyond going to a list of 75 degrees she seemed able to keep above water until the damage had been repaired. It was estimated by the captain of the ship that it will be three months before the Strathalbyn can leave Tacoma again.

The American-Hawaiian steamer Virginian is a vessel of 5,057 tons with freight capacity of about 12,000 lons. ginian is a vessel of 5,057 tons with freight capacity of about 12,000 dons. She is a four-masted vessel about 492 feet long and was built on the Atlantic. She formerly operated regularly be-tween Tacoma and the Hawalian islands, returning via Salina Cruz and San Francisco Francisco. Recently, she had been op-erating between Tacoma and Salina. Cruz, via San Francisco, and it is from a voyage to Salina Cruz that she is now

The British steamer Strathalbyn is a new vessel belonging to the Strath fleet managed by Burrell & Son. She is a vessel of 3,602 net tons and is comnanded by Capt, Crearar. Failure of one of the vessels to reply to the other's signal is said to have caused the collisien. The exact extent of the damage will not be known until a survey is made at Tacoma today. Three Tree point is about half way be-tween Seattle and Tacoma.

PRIMITIVE SAVAGERY

Italias Bancher Near Santa Barba Found Guilty of Murdering Ris Mew-born Child SANTA BARBARA, Jan. 12.-John

Reich, an Italian rancher, charged with the murder of his new-born babe, was found guilty of murder in the first de-gree by a jury today, with a recom-mendation of life imprisonment. He will be sentenced on Tuesday.

Reich was composed for a moment after the jury had returned its ver-dict, and then the import of their finding seemed suddenly to dawn upon him. He sprang to his feet and began to wildly swing his arms and cry out. He was surrounded and placed in a cell. The crime for which Reich was con-victed was committed November 2. Because, as he said, the cost of living was too high, and he could not send money to his parents in Italy if compelled to support a family, he took his new-born baby into the rear of his house, dug a hole and placed it in alive. He then covered it up and with his spade struck the infant a blow on the space struct the infant a blow on the top of its head, crushing its skull.

Mrs. Reich, wife of the convicted man, is under indictment for murder, it being alleged that she gave her consent to the killing of her infant. The time for her trial has not yet been

GERMAN ELECTIONS

Members of Reichstag to Be Chosen 1 Voters Throughout Empire To-day—Party, Prospects

DERLIN, Jan. 12.—A general election will be held throughout the Gefman Empire tomorrow to choose members of the Reignstag. Rarely has an election excited more interest since the founding of modern Germannian.

many, and rarely has greater importance attached to the result.

The widespread dissatisfaction over the policy of the government in the Moroccan negotiations, a dissatisfaction which left it apparently without a single triend in the Reichstag, and the greater increase in the cost of the necessaries of life which bears most heavily upon the wage-workers and all persons of small incomes, have created a situation in which the most acute political prophets find themselves at a loss to predict the probable result of the polis. It seems to be conceded that the parties of the Left—the Liberal groups and the Socialists—will make gains, but their probable extent is uncertain.

The Reichstag just dissolved was elected in January, 1907, and sat for the five years' term provided in the constitution. It was constituted following the elections of 1907, as follows:

Right (Conservatives, Free Conservatives, Agrarian Associations), 113.

Centre (Catholic, Poles), 128, Left (National Liberals), 55.

Radicals, 51.

Social Democrats (Socialists), 45.

Scattering (particularistic parties), 6.

Adjudged Insane

SEATTLE, Jan. 12 .- J. J. Harding rmer supervising engineer for the Chicago, Milwaukee and Puget Sound railroad, was adjudgd Insane today and was committed to the state asylum at Steilacoom. Mr. Harding has the halucination that he is to receive a \$50, 000 pensions from the Milwaukee rail-road and that he is to marry the Princess Patricia, daughter of the Duke of Connaught, governor-general of Canada. Two falls, in each of which Mr Harding sustained a fractured skull are declared to be responsible for his

ESCAPE OF ADMRAL'S CREV

Four Masted Cruiser Crashed Against Jetty at Astoria and Crew Jumped to Superstructure-Vessel Total Loss

ASTORIA, Ore., Jan. 13 .- The fournasted schooner Admiral, Captain Joseph Bender, forty-four days from Valparaiso for Grays Harbor, lies botom up near No. six buoy at the entrance to the Columbia river, after what probably was the most unique experi-ence which ever befell a deep water vessel in the history of Pacific coast shipping.

Driven off her course before a nty-mile gale, and completely shut in by a fog, the Admiral early today crashed into the superstructure of the south jetty of the Columbia river about 800 feet from the end of the jetty, and paused in her meandering sufficiently long to permit Capt. Bender, his wife, their young son and the steward to make a landing on the shore end of the jetty, while eight members of the crew scught refuge on the outboard structure. Later Captain Bender's little party was rescued by the crew of a locomotive who taking out a train load of rock beginning days' operations were surprised to see the little party huddled at the broken end of the jetty. It was the first intimation the train crew had that a disaster had occurred. Captain Bender and his family and the steward were placed on board the train and taken to Fort Stevens

Salvors in Danger

Meantime the Admiral forced by the gate and heavy swells continued to and against the jetty, finally forcing her way through the superstructure to open sea beyond, where later she was sighted by the bar Tug Wallalu, Capt. Molan, on her way to sea. Ordern into a small boat with one end of a hawser, Capt. Nolan instructed the three men to go aboard the Admiral, a feat which was finally acemplished amid grave peril. Finally the hawser was made fast, and the Wallula with her tow proceeded to make

For an hour or more the Wallula with her tow, proceeded to make for the river. For an hour or more the Wallalu fought to get her charge to a safe anchorage, but the gale and heavy seas finally got the better of the tug, and the slowly but surely the disabled vossel began to turn over. All through the perilous period of towing the three men from the Wallula remained on the boat, but as she commenced to go over they climbed out on her dismantled rigging, and as she made the final effort clambered up her sides and were resmed by another small boat from the Wallula. In going over the anchor of the Admiral broke loose from its fasterings, and the vessel automatically inchored herself.

All Were Rescued

Later she broke from her anchorage and drifted across the south of the Columbia into peacock spit, where she numericed to go to pleces. All the captain's papers and the personal effects of his family and crew were lost. It was several hours before the lifesaving crew from the port Adams lifesaving station reached the outer board in an endeavor to rescue the members of the crew, who had taken refuge there. A dozen attempts were made to get the men off, and finally this was accomplished by means of a breeches buoy without mishap. Captain Bender three arrived here late today. The only physical injury incident to the disaster was sustained by the steward, one of whose feet was crushed by

King George's Message

LONDON, Jan. 12,-King George be fore salling from Bombay Wednesday on his homeward trip sent the following dispatch to Premier Asquith: "I am sure you will be glad to know that my highest hopes have been realized. The success of our visit has exceeded all anticipations."

Viceregal Charity OTTAWA, Jan. 11 .- The Duke and

Duchess of Connaught, in view of the inclement season, and as many are suffering more or less privation, have con tributed a generous donation to the charity officers to assist in deserving

TO COME HERE

Announcement That Glen and Shire Steamers Will Probably Cross Pacific Creates Much Interest

The announcement made by Mr. Nash that it was likely that when the R. M. S. P. Co. established its European and freight line to this port via the Panama Canal that a connecting line across the Pacific would be established with the Shire or Glen liners of the company's immense fleet attracted much interest. Some of the Glen and Shire steamers have been operated to Victoria in the transpacific trade under the Dodwell flag, the Glenogle being the last to visit this port.

One of the developments expected to follow the opening of the Panama canal is the augmentation of the Blue Funnel line, which, it is reported, will then establish another line via the canal. The Glen and Shire lines now compete with the Blue Funnel line steamers which ply weekly from Liverpool to the Orient. The addition to the transpacific trade will be a large one. There are now five lines in regular service across the Pacific, and so great has been the freight offering during the past few months that a dozen extra steamers have had to be chartered to carry the overflow. Nearly all these lines plan additions. The C. P. R. has under construction the big Empress liners, the Empress of Asia and Empress of Russia, vessels of 14,500 tons, which will maintain an average speed of 19 knots an hour across the Paci-fic; the Nippon Yusen kaisha line will, In May next, send the first of a fleet of newer and larger liners being constructed to replace the present fleet across the Pacific to Victoria, and oth-

er additions are in prospect. The Shire steamers operated by the R. M. S. P. company include some fine passenger steamers, and the coming of these vessels would greatly augment the shipping business of Victoria. The development will begin about the end of next year, and the harbor works to be provided for the port of Victoria, to begin which an appropriation of half a million dollars has been made, will be begun none too soon to prepare for this trade.

The statement of Colonel George W. Goethals, chief engineer of the canal, that the canal would be finished September, 1913, or over one year before the date previously announced for its inauguration, was at first received with some hesitation. Now, however, an examination of the colossal work that is being rushed to completion in Miraflores, Pedro Miguel and Gatun, and the surprising way the Culebra Cut is advanced has convinced the most in-credulous that Colonel Goethals' estimate of completion in 1913 will be borne out, says the Mexican Herald. The point which seems to offer the greatest difficulties throughout whole canal is the cut in the Culebra Hills, and this not on account of engineering problems, but because the many slides occurring from the loose earth. These slides confuse esti mates as to the number of cubic yards to be ultimately excavated. The engineers in charge of the work, however, are confident that these difficultles are by no means insuperable and

will in no way retard the date set for opening the canal.

Even before disembarking the stranginmus on arriving at Color the Atlantic terminus of the canal, will be struck by the unusual activity visible in every direction in the harbor His attention will first be directed to the long trestle already stretching sea wards for over one and a half miles in a northeast direction from Toro Light-house Point across the harbor. All along this treatle rock and stone are being dumped to form a breakwater the ultimate length of which from shore will be about two miles. The estimated cost of this breakwater is five and a half million dollars. It is being built to reduce to a mi the silt that may be washed into the channel of the canal, and also to pro-tect the inner basin of the harbor which leads to the entrance of the canal.

The eye, following the ccastline, will oon be attracted towards the massive piers which, begun about three months ago and to cost ultimately several mi lion dollars, already stretch out for nearly half a mile into the harbor from Cristobal Point. These piers will be roomy enough to permit several large liners to dock simultaneously. Powerful tugs, each towing large barges lad en with sand and rock for the locks from Porto Bello, some 20 miles from Colon along the Eastern coast, and now a fairly large American settlement may be in sight on their way through the canal to Gatun, seven miles dis tant from Colon. The activity will be seen to be greater when Gatun is reached. It is here the canal ceases to be sea level and reaches the giant three locks, which will lift all ships 85 feet and enable them to pass into Gatur Lake, artificially formed by a monster dam, which impounds the the river Chagres and its tributaries. The steam shovels, of which there are several types and sizes, are eating away the dirt from the mountain slopes or digging deep down into the earth with a regularity that suggests the swing of a pendulum or the beat of pulse. Large buckets filled with concrete are passing noiselessly overhead along the steel cables and depositing their contents at the desired spot.

Allan Line's Plans

MONTREAL, Jan. 12 .- In connection with the news from London that the Allan company had decided to have their Canadian steamers call at ports in the English channel, as a means of branch ing out, Sir Montague Allan told press representatives that the plans were still indefinite. Southampton had been suggested as the new port, but it had not been yet decided upon.

MUNICIPA

ruesday,

Saanich an ents Deci lors and Reeve Ni

Electors of t Saanich select municipal cour annual election no contest for son having bee his popularity having been a One and Three lors were also I N. Borden and turned withou spective wards. there were keer ing as follows: Ward Two: 4 J. Scott, 135. Ward Four:

ard Layritz 39 eph Freeman 9 Ward Five: James Grant 6. -Ward Six: A. thews 16. The referend whether the tax be abolished at taxed was easil 541 against 137 Then newly sworn in tomorr will be held ne

Oak Messrs McGr B. Pemberton, councillors for the current year Gregor, Noble as council last yea that of 1910, an Smart take the time. The content between the first tual declaration cer no one cou for the last two son, the late reer less than Mr. L the figures, out J. H. McGr James Brow

William Not F. B. Pembe J. E. Smart H. S. Lott Six ballot pape The reeve and sworn in on Mor 11 a.m. by Judg first meeting of held at 8 p.m. Pire Hall

The vote of the taken yesterday of Bylaw, 1911," wh greement with t tenance of a fir protection of Oal erection of a fire enue, towards th municipality will This was carried ance of votes, na five in the negation votes cast was

Carney I DENVER, Jan. San Francisco to able sensational block of fifty n Alfredo de Oro, cushion champic the former hold trophy.

Zbyszko DENVER, Jan.
the Pole, won inRoller in a wrestli
The first fall requ
accomplishment, wi
were required for-PLEADS (

Defence Entered

on Account With MONTREAL, JE fence in the action by the wife of Pro McGill University gin, director of journal Le Croix article appearing i reflected upon the riage of her fath Chiniquy, a priest Catholic church a mainder of his life faith, was filed points out that the que was born of religion, that he proed holy orders, be taking a solemn v tity and obeyance. wished to make a allusion to the pla tence he was in claims that marria Quebec is influence and that the marr who deserted his c the faith with vi

> TOWBOAT. Mary C Totally De

Sat Watchin

cannot be consider

SEATTLE, Jan. empty barge adrift Louis Whitehouse, the gasoline towbo esterday morning burn to the water ned hull sink from After fighting anded for nearly house abandoned the leaped to the bar There, helplessly he watched the fi The fire started