# MAYOR MORLEY IS THE VICTOR

## Proves the Conqueror in the Civic Campaign by a Substantial Majority

## WAS A DAY OF SURPRISES

### Many Candidates Looked Upon as Winners Go Down to Defeat—Results in Detail

FOR MAYOR

| | |
|---|---|
| A. J. Morley | 1809 |
| T. W. Paterson | 1486 |
| Majority | 323 |

Total vote polled, 3313; spoiled ballots, 18.

FOR ALDERMEN

Ward No. 1.

| | |
|---|---|
| W. McKay Ross | 262 |
| Lewis Hall | 259 |
| H. Norman | 185 |
| J. Taylor | 105 |
| A. Watson | 92 |
| W. B. Smith | 55 |

Total vote polled, 543.

Ward No. 2.

| | |
|---|---|
| W. J. Hanna | 395 |
| J. Meston | 383 |
| H. M. Grahame | 360 |
| D. Spragge | 254 |

Total vote polled, 737.

Ward No. 3.

| | |
|---|---|
| W. F. Fullerton | 478 |
| W. Gleason | 401 |
| H. E. Levy | 256 |
| Ed Bragg | 190 |

Total vote polled, 736.

Ward No. 4.

Thornton Fell and Dr. Verrinder, by acclamation.

Ward No. 5.

| | |
|---|---|
| Anton Henderson | 378 |
| F. W. Vincent | 361 |
| George Snider | 287 |
| W. H. Smith | 168 |

Total vote polled, 661.

SCHOOL TRUSTEES

| | |
|---|---|
| Alfred Huggett | 1905 |
| Harry Bishop | 1854 |
| George Jay | 1789 |
| A. B. McNeill | 1470 |
| E. M. Whyte | 933 |

Spoiled ballots, 48; total vote polled, 3659.

REFERENDUM VOTE

| | |
|---|---|
| For | 1296 |
| Against | 1223 |
| Majority in favor | 73 |

For another twelve months A. J. Morley will occupy the civic chair, having been re-elected as mayor yesterday by a majority of 323 over T. W. Paterson.

The total vote polled was 3313, being the largest that has ever been cast in a municipal election in Victoria.

The contest was a very interesting one, and the results in many instances were considered surprising. Along with Mayor Morley on the board will be found several new as well as several familiar faces. Among the members who have already seen service will be Ald. Fell, who was re-elected for Ward Five by acclamation, and who will now be the senior alderman of the board. Ald. Fullerton, also of last year's council, will again be seen at the board, having headed the poll in Ward Three. Ald. Vincent will be another member of last year's council who has secured his seat for another term. Ald. Hall will make the fourth member of last year's board who has again secured election, having won his place in Ward One.

### The Aldermanic Board

Among the members who return to the board after a short absence will be Ald. Hanna and Henderson, the former having headed the poll in Ward Two and the latter occupying the same position in Ward Five. Ald. Hanna returns to the board after one year's absence, while Ald. Henderson has been out of public life for several years past. One of the surprises of the contest was the election of Mr. Ross at the head of the poll in Ward One over the present representative, Ald. Hall. In this ward the head man ran strong and was closely pressed by Ald. Hall, the former only winning the much-coveted place by three votes. In Ward Two the fight was very even between H. M. Grahame and J. Meston, and there was considerable speculation as the vote was counted as to the result between the two candidates. Another surprise was sprung in Ward Three, where H. E. Levy was beaten by Ald. Fullerton and W. Gleason. Being one of the largest property holders in the city, there were many who thought that Mr. Levy would be elected, but in W. Gleason a "dark horse" was entered, who ran a strong race and finished a good second to the present representative. In Ward Five Anton Henderson headed the poll over Ald. Vincent by 17 votes, George Snider running third. The remaining member of the board, Ald. Verrinder, was elected by acclamation in Ward Four, and will now make his debut in public service.

Among the "also rans" are found the old reliable Ed Bragg, who has several times filled a chair at the board; H. M. Grahame, another ex-alderman; D. Spragge, who has on several occasions aspired for municipal honors; and W. H. Smith, who has been turned down for the second time.

The most exciting fight of the day, however, was in the vote on the referendum. In this the question was carried by the small majority of 73 votes.

### The Aftermath

Immediately after the ballots were counted a rush was made for the council chamber, and it was not very long till every nook and corner in the hall was crammed. Returning officer Northcott then made his declaration, after which Mayor-elect Morley was called for, and, responding, said it was one of the proudest moments of his life, and if he could be made conceited or spoiled, it was after being returned for a second term. In his opinion it was not a fight for Morley, but for principle, and principle had won, and he hoped that such tactics would never again have to be exercised in the city. He took occasion to thank his supporters for the assistance they had given him, and promised that his opponents would never have cause to say that they were discriminated against.

Aldermen-elect Fullerton, Gleason, Henderson, Hanna, Meston and Fell also addressed the meeting, as did H. Norman, one of the defeated candidates for Ward One, who thanked all those who had voted and worked for him.

### Last Year's Vote

In comparison with last year, there were 634 more votes polled yesterday, and the vote of 1906 was considered a very big one, the total number being 2679, in comparison with 3313 yesterday.

In North Ward last year Ald. Davey headed the poll with 684, while the head man in Ward No. 1 only secured 262. In Centre Ward last year Ald. Goodacre received 322, while in Ward Three, corresponding with that of last year, Ald. Hanna only received 395. In South Ward Ald. Douglas headed the poll with 481, with Ald. Vincent second with 411. This year Ald. Henderson received 378, and Ald. Vincent was again second with 361.

The total vote for school trustee last year was 2630, Miss Cameron heading the poll with 1291.

In the year 1903, when A. G. McCandless defeated Charles Hayward for mayor, 3028 votes were polled; and in 1904, when G. H. Barnard defeated C. E. Redfern, 2966 votes were polled.

### Incidents of the Day

From the time that the polls opened at 9 in the morning until 7 in the evening, a continuous succession of hacks and cabs were sent dashing from the committee rooms, to return later loaded with the voters of either the one party or the other. Automobiles, too, chugged back and forth among the crowds that hung all day around the city hall, bringing in new loads of voters or departing on fresh errands to remote parts of the city. When vehicles failed, messengers on horseback were despatched from the committee rooms to bring in recalcitrant voters. Nothing that would swell the vote for their standard-bearer was overlooked by either party.

Things were slack when the poll opened at 9 o'clock. A little knot of citizens who had been waiting to register their votes filed in and cast their ballots, and then things quieted down for an hour. It was shortly after 10 o'clock that the deputy returning officers began to find their job something more than a sinecure. About that time rigs that had been despatched to bring in the voters commenced to discharge their loads at the city hall. From that time on the crowds increased. From 12 until 1 there was a little slacking of the rush, and then from 2 on until 4 the electors invaded the polls in cohorts and regiments.

It was then that the deputy returning officers, scrutineers and clerks labored hard. Some of the intelligent electors of the city were stopped by the vigilant guards as they meandered out of the room with the ballots in their hands. Others showed an inclination to put their ballot for mayor in the box devoted to the school trustees, and in fact one such case did escape the notice of the guards, and when the count came, the ballot marked for the school trustees was found in the mayor's box. Other citizens persisted in marking their ballots for more than three school trustees, and many were disqualified on this account.

At the polling booths for the aldermen the same blunders were repeated. Despite the fact that there were everywhere huge posters bearing in letters half a foot long notice to the effect that only two of the candidates for aldermen were to be voted for, dozens of the voters marked their ballots for three or four. It is in this way that the great majority of the spoiled ballots are to be accounted for.

### An Exciting Day

Outside the city hall and around the polling stations for the aldermen in the market building the crowds were thick all day. Among those who stopped to gossip, argue or smoke a campaign cigar, busy workers moved and endeavored to turn votes in their direction. Round the aldermanic polling booths it was the candidates for a chair on the council who moved suave and smiling among the throng.

Up to 4 o'clock the chances for both sides looked as even as possible, and no man could say who would be the successful candidate for the mayoralty. Paterson's supporters had poured in in crowds in the morning, but a big influx of Morley men took place shortly after noon, and from then on until 4 o'clock the day was anybody's. Bets were flying around freely. No fewer than three men moved among the crowd calling for takers for $50 bets on Mr. Paterson, while money for Mayor Morley was just as free, although in somewhat smaller amounts. After 4 o'clock there was a lull, and from then on the sanguine hopes of Mr. Paterson's supporters began to dwindle. Few more Paterson men appeared on the scene, while from 5 o'clock until well on towards 6:30, avowed supporters of Mayor Morley dropped in, by ones, twos and threes. They were for the most part working men, who had left the shops and factories in which they had worked all day, at 6 o'clock. After 4:30 little money was offered for Paterson, while after 5 even the most exuberant of his supporters admitted that his chances were diminishing fast. At 7 o'clock the polls closed. As was to be expected, some would-be voters were late and were turned away without being allowed to cast their ballots.

### Counting the Votes

The counting of the votes was a time of intense excitement. Throngs of citizens crowded around the city hall and filled the corridors until it was impossible for one to move. Some climbed up on the windows, whence they could watch the men counting the votes for mayor, while scores of interested wardsmen flattened their noses against the windows of the polling stations for aldermen in vain endeavor to hear what was going on within. Those who were wise waited outside the Colonist office. There frequent bulletins showing the course of the voting for mayor, aldermen, school trustees and referendum alike were posted in the window, the returns, which arrived almost every minute, being awaited with feverish anxiety by the huge throngs.

The election of Ald. Fullerton and W. A. Gleason to Ward Three was the first definite return received. The fight in this ward lay between the two elected candidates, the two being far ahead of all competitors throughout the whole counting of the ballots. Ward Three was closely followed by Ward Two, in which were elected Ald. Hall and W. McKay Ross. But three votes lay between the two successful candidates, while the nearest of the unelected did not approach within 75 votes of Ald. Hall's tally.

### A Hard Fight

It was in Ward Two that the hardest fight took place. There ex-Ald. Grahame, John Meston and W. J. Hanna were neck and neck throughout the counting. Sometimes the one would be ahead and then the other, and often the totals of the three contestants were within half a dozen votes. For a time ex-Ald. Grahame appeared a sure winner, while it looked as if Mr Meston were booked to be left. At the last, however, Mr. Meston's tally mounted up, and the final figures were 395 for Mr. Hanna, 383 for Mr. Meston and 360 for Mr. Grahame. The battle was watched with breathless interest by the three candidates.

Ward Five was the last from which returns were received, the successful candidates being Ald. Vincent and Anton Henderson.

The battle for mayor was a wildly exciting one. Mayor Morley started off with a slight lead, but soon Paterson caught up, and for some minutes they raced neck and neck. Then Paterson dropped behind a little again, only to catch up later. Once Mr. Paterson was one ahead of Mayor Morley. As the evening wore on, however, Mayor Morley increased his lead, and from 8:30 until 9:30, when the returns were made known, His Worship kept a slowly increasing lead.

The returns for the school trustees were not completed until long after midnight, an enormous vote having been polled. Alfred Huggett, George Jay and Henry Bishop took the lead early in the evening, and sustained it throughout the counting. Mr. Huggett's name appeared on almost every ballot, while a favorite ticket was "Huggett, Jay and Bishop."

When the returns for mayor were made known, a cry was raised for a speech, and with one accord the hundreds of citizens—men, women and children—swarmed upstairs into the council chamber. There they were addressed by Mayor Morley and numbers of the successful candidates, and the day closed amidst cheering, shouting and mutual congratulations.

## GERMANS AND NATIVES

Capetown, Jan. 17.—A despatch to the Cape Times from Port Nolloth today says that the negotiations for peace between the Germans and the revolting natives in the southern part of German West Africa, were abruptly broken off, and that serious fighting is now going on in the vicinity of Keetmanshoop. The rebels are said to be offering stubborn resistance.

## ALBERTA CATTLE SUFFER

McLeod, Alta., Jan. 17.—For nearly two months the prairies have been covered with a great depth of snow, and range cattle are suffering terribly. Cattle men are praying for a chinook wind to spring up, which would save the situation, as the cattle cannot reach food beneath the crusted drifts. For two days the weather has been milder, and just now there is every indication of the near approach of a chinook wind.

# SMALLPOX AND FAMINE SCOURGE THE CHINESE

## Horrible Conditions in Central Districts—Resort to Cannibalism

Shanghai, Jan. 17.—To the horrors of famine have been added an outbreak of smallpox among the refugees at Sing Kiang, necessitating the demolition of the mat sheds erected to shelter the thousands who have arrived there in search of food. Captain Kirton, who was sent out by the relief committee to investigate the conditions, reports that 3000 destitute persons have been driven back towards their homes, and that terrible scenes are being enacted along the line of retreat. He estimates that 250,000 persons are likely to be doomed at Sing Kiang alone, and 500,000 at Antung-Haien, where small relief works have been started. The official records, however, are puerile and amateurish.

The distress is largely due to lack of means of communication, and fear that Chinese officials might appropriate any works they undertake. The dykes being dilapidated, renewed rains are certain to cause fresh floods. Every house in the neighborhood of Antung visited by Captain Kirton contained dead bodies or dying persons. The relief committee, which has 150,000 taels at its disposal, has instituted relief works under foreign supervision.

Further advices received from Shanghai tell of increasing horrors of the great famine. A correspondent of the Echo de Chine says that in two districts, Sinchow and Haichow, starving people are eating their children. Plants and grasses which had furnished food to many have disappeared, and there are not even roots to eat. The famine-stricken people are being driven back to the cities in the famine districts, the officials refusing to allow refugees to take the road. The correspondent of the Shanghai paper says the cases of cannibalism are many. He investigated a number and found many of them absolutely correct. In the absence of ordinary food he found human flesh actually being sold.

## SENT TO PRISON

St. Catharines, Ont., Jan. 17.—James Wadsworth, proprietor of the Monument house at Queenston, situated in a local option district, was convicted on a second offence of having in December last sold liquor without a license. He was sentenced to four months in the Central prison without the option of a fine.

## THE TWO-CENT CAR FARE

Toronto, Jan. 17.—The conviction of Charles M. Hayes, general manager of the Grand Trunk, in the two-cent a mile fare case, will be carried to the court of appeal at the next sittings, which open on Monday.

## ONTARIO BANK

### Legal Points Raised in President Cockburn's Case.

Toronto, Jan. 17.—Legal points regarding the charges against George R. R. Cockburn, ex-president of the Ontario bank, were threshed out before Police Magistrate Denison today, and the case will proceed on Monday.

It was claimed by the crown that the defendant, who was paid a salary by the bank, when he signed approved or concurred in false statements, should be held to have wilfully made such statements.

Frank Arnoldi, K. C., argued that there could be no wilfully false statement, because the defendant did not know about it at all. He quoted from numerous judgments to support his contentions.

The argument was wound up by Hon. A. B. Morine, representing the Canadian Bankers' association, who argued that the present bank law had to be applied to the conditions which existed when it was passed, when there were no branches of banks and the officials had an opportunity of finding all about a bank's business. Much of his contention, he said, was a reason why the law should be altered, but still the law was there.

# NEW VESSELS FOR THE YUKON FLEET

## Sternwheel Towboat and Six Barges Will be Built at White Horse

## GETTING MATERIAL FROM VICTORIA

### Retaliatory Clause of United States Tariff Being Enforced Against Duneric's Cargo at 'Frisco

A new sternwheel steamer will be added to the fleet of the White Pass & Yukon company this spring, and six new barges, varying in length from 106 feet to 180 feet, carrying from 280 to 450 tons freight, will be built—and the lumber will be sent north from Victoria for the seven new craft. Dr. P. F. Scharschmidt, superintendent of the White Pass & Yukon railway, said yesterday his company would be fully prepared to cope with the movement of freight next spring. Men would be taken north for the construction of the fleet of barges between February 15th and 20th, and the White Horse shops would be reopened on March 1st. From 75 to 125 men will be given employment in the work. Arrangements are being made for the supply of lumber from the Sayward mills of this city, from which large shipments have been sent during the past few months, including the big timbers for the frames of many dredges.

The new steamer will be a modern river tow boat of light draft, to be utilized in towing barges. It is expected large amounts of dredge and general machinery will be sent into the northern country during the coming summer, the shipments of this kind being far in excess of those of past seasons. The amount of general merchandise is expected to be approximately the same as that shipped last season. Seven or eight dredges are to be built, some of which will be assembled at White Horse and towed down the river.

The White Pass company has chartered its steamer La France to two of its captains to serve on the Forty-Mile river, one of the Yukon waterways, which has not been navigated by steamers previously, and arrangements are being made for service on the Stewart river and other tributaries of the Yukon. It is expected there will be a large movement of freight up the Stewart river this spring, and arrangements will be made to take the Yukon river's large steamers make a trip as far as the river is navigable, carrying a full load of freight.

## THE GOTO MARU COMING

### Japanese Tramp Left Astoria Yesterday for Comox

Steamer Goto Maru, one of the many Japanese tramps sent to this coast within the past two months, left Astoria yesterday en route to Comox to load bunker coal for her homeward voyage with flour from Portland for North China ports. The Goto Maru was formerly the British steamer Sylviana, a captured blockade runner, taken by the Japanese patrol gunboat off Goto Island. The entire crew of the steamer from captain to cook, are Japanese. Mitsui & Co., and other Japanese mercantile firms which acquired various freighters at a low price when the Japanese admiralty disposed of its prizes of war, have entered many of the steamers acquired then in the Pacific carrying trade, and the effect of the competition has already manifested itself in the reduction of the rates on flour to Japan and North China ports by the various steamship lines regularly engaged in the Pacific carrying trade. There are three other Japanese vessels now at coast points loading outward cargo, and other steamers owned and manned exclusively by Japanese are on the way. Some are carrying lumber and coalers to Mexico for railway building, others taking immigrants to Honolulu, some bringing Japanese coal, cement, sulphur or other products of the Mikado's country. All secure return cargoes of flour, foodstuffs or lumber from Pacific coast ports.

The next of the Japanese steamers expected here is the Fukui Maru, formerly the British steamer Abergeldie, which has often visited Victoria. The Abergeldie was sold to Captain Ferguson during the war and was renamed Fukui Maru, after the merchant steamer which Commander Hirose, one of the war heroes of the early days, sunk in the entrance to Port Arthur's harbor, when Togo was endeavoring to seal up the harbor mouth. The Fukui Maru, which is under charter to Mitsui & Co., is now at San Francisco discharging a cargo of sulphur, cement and hardwood logs brought from Japan.

That the Japanese steamers will cut into the Pacific carrying trade is the opinion of all versed in the situation on that ocean. The Japanese ships are operated far more cheaply than those of any other nationality. They are operated at from 25 to 50 per cent less than Norwegian steamers can be run for wages, provisions, etc., are cheap indeed on the Japanese vessels. In consequence of the cheapness of operation the Japanese ships are enabled to carry cargoes at much lower rates than those demanded by British and other freight steamers. Cheapness of labor will enable the brown men to become a strong factor in the competition for the carrying trade of the world.

## THE PRINCESS VICTORIA

### Repairs to Fast Liner Will Be Completed Within a Few Days

Work on the steamer Princess is progressing favorably at Esquimalt, and it is expected she will be floated from the cradle of the British Columbia Marine railway next week. No decision has been reached yet as to when she will re-enter service on the Victoria-Vancouver route. The triangular route in which the Princess Victoria will be placed on May 1st, will be operated on the same schedule as last year. The Charmer will alternate, giving an additional freight and passenger service. The Charmer will be withdrawn from service in April for a general overhauling.

## WHALER IS REPORTED

### St. Lawrence Put Into Callao Last Friday on Way to Victoria

Steam whaler St. Lawrence has been reported from Callao, and is now on her way to San Diego, the last coaling point at which a call will be made on her way from St. John, Newfoundland, to Victoria. The St. Lawrence, which is in command of Capt. Rowe, arrived at the Peruvian port last Friday. She is a steel whaling steamer, built at Christiana, Norway, on lines similar to those of the whaler Orion, which is operated from Sechart in connection with the station of the Pacific Steam Whaling company. The St. Lawrence was bought by Capt. Rupert Balcom from one of the defunct whaling companies of the Newfoundland coast during his recent visit to the Maritime provinces. Capt. Balcom is interested in the Pacific Steam Whaling company, but he states the St. Lawrence was not purchased on behalf of that company.

## DUNERIC DELAYED

Steamer Duneric, which took a cargo of lumber from British Columbia mills to San Francisco, is delayed at the Bay City, unable to discharge her cargo until a dispute that has arisen with regard to an attempt to impose a higher duty upon her cargo is settled. An attempt is being made to enforce a retaliatory clause in the United States tariff against the Duneric's cargo. The tariff clause which is being used by certain interested parties in their endeavor to keep out of San Francisco 1,400,000 feet of lumber on board the Duneric, is one which declares that on imports from any country or dependency of that country, which places an export duty on raw material, double the regular amount of duty may be charged.

It is alleged in San Francisco that British Columbia exacts an export duty of from $1 to $4 per thousand feet on certain of her timber. Because of this strenuous efforts are being made to shut out the cargo of the Duneric sure by payment of twice the regular duty.

The consignee of the lumber has declared that British Columbia does not impose an export duty, but that the charge referred to is merely a tax, and that therefore the retaliatory measure does not apply in this instance. It is also held that in any event Canada does not impose any export duty on logs, and that British Columbia is not a dependency of Canada, but a part of the Dominion.

## MARINE NOTES

Steamer Duneric, Captain Gay, of Andrew Weir & Co., which is now discharging a cargo of lumber from B. C. mills at San Francisco, is expected to sail shortly from the Golden Gate for Esquimalt to enter the dry dock to be cleaned and painted.

Steamer Pleiades of the Boston Towboat line, due on the 30th, has 500 tons of general freight for this port.

The wintry weather on the Columbia river between Astoria and Portland, has affected navigation. An Astoria despatch says the river between Astoria and Portland was only navigable by iron or steel vessels today on account of the floating ice, except in one instance, when a wooden steamer had been specially sheathed for such emergencies. The steam schooners Northland and Alliance are tied up here, as well as the O. R. & N. rival steamer T. J. Potter, on account of the floating ice.

Fears are entertained that the French bark Marie, 211 days out from Newcastle-on-Tyne for Tacoma, has been lost. She is reinsured at 30 per cent. British bark Netherby, 210 days from Mary Point for Tsinshanao is reinsured at 30 per cent, and the bark Daniel, 194 days from Tacoma for Delagoa Bay is quoted at 90 per cent, and practically given up as lost.

## MR. BRYCE'S FAREWELL

Aberdeen, Scotland, Jan. 17.—James Bryce bade farewell to his constituents this afternoon at a great meeting held in South Aberdeen, which district he represented in the House of Commons. During his speech, Mr. Bryce said he was leaving his post in Ireland because it had been thought that his previous study of American institutions and the people of the United States gave him some special advantage for his new office. He had never ceased to labor for the establishment of the best relations between the two great nations that were meant to be friends.

# HON. WYMOND HAMLEY—AN APPRECIATION

## Former Employe of Deceased Pioneer Pays Tribute of Respect to His Memory

The late collector of customs, who is to be buried today, and under whom I was privileged to serve from 1882 to 1900, was appointed by Sir Edward B. Lytton as collector of customs of New Westminster, and arrived by sailing vessel in 1859.

After the union of mainland and island in 1867, the collector, with his staff came down to Victoria and established the customs house on Government street in a wooden structure near the postoffice of that day, and it was a very unpretentious affair.

His staff of that time, and who were with him at New Westminster was composed of Mr. Macrae, who in 1872 was pensioned on account of defective eyesight and is now living in Ireland, chief clerk; Chas. S. Finlayson (afterwards chief clerk); George Frye, C. S. Wylde and Richard Hunter. All of these except Mr. Macrae are dead. Mr. Hamley was the last of three brothers, and all of us have heard of the youngest, Sir Edward, the hero of Tel el Keber, who with his great brother were generals in the British army. Sir Edward was a noted factitian, and it was through this he became the hero of Tel el Keber. He was prominent in the Imperial parliament also, as a speaker. The elder brother I heard little of from him but he knew he was very proud of his younger brother.

The late collector was in early life in the British civil service, and subsequently joined the navy, and served on the China station. I shall always have a kindly feeling for my late chief, as he was a good friend to me, and felt kindly disposed to me, by the many conversations we had together. He was a just man in all his dealings with the public, and treated all alike without fear or favor, and his decisions were as a rule always upheld at Ottawa. There also could, not have been a more popular man with his staff.

So, one by one the good old stock of the early pioneers passes away, and their places will be hard to fill, so I say.

"Requiescat in Pace."

## BIRILEFF THROWN DOWN

St. Petersburg, Jan. 17.—Dissatisfied with the turn taken in the proposed internal reforms for the navy, the minister of marine, Admiral Birileff, has tendered his resignation, and is awaiting its acceptance early next week. This information was conveyed to the Associated Press today by one of the admiral's aides. The retirement of Admiral Birileff is co-incident with the reappearance of the Emperor's former viceroy in the Far East, Admiral Alexieff, who, after a season of deepest imperial displeasure, is again in favor, and probably will be made president of the commission which is to elaborate the naval reforms. The downfall of Admiral Birileff, who in a most unconventional manner rebuked delinquent officers, regardless of their influence at court, is due largely to the operations of the clique of drawingroom sailors and others who have been opposing an investigation into the scandals of the grand ducal regime.

## OHIO RIVER FLOOD

### Thousands of People Are Homeless and Suffering

Louisville, Jan. 17.—The packet service between Cincinnati and Louisville was given up today, the steamers being unable to pass under the bridges. The federal government has withdrawn several boats running south owing to the difficulty of making landings, and it is believed that all river traffic will be suspended. Weather Observer Walz today issued warnings to residents in certain portions of Louisville to yacate before nightfall.

Cincinnati, Jan. 17.—With the Ohio river in flood in a region of more than 400 miles, thousands of persons are suffering for necessaries and thousands more are homeless. All indications point to at least 65 feet in the city, making this the greatest flood since February, 1884.

This afternoon the river was at 57.1 feet and was still rising. This is the highest water since April, 1901, when 59.7 was recorded.

## GREAT FLOW OF GAS

### Drillers at Dunmore Junction Forced to Cease Work

Medicine Hat, Alta., Jan. 17.—The C. P. R. drilling outfit, which is boring for oil out at Bull's Head bridge, near Dunmore Junction, has struck so tremendous a flow of gas as to necessitate work being stopped for the present. Mud was vomited from the strike in great volumes, and the casing was lowered easily for a depth of twenty feet below the point where the drilling commenced. Mr. Gunter, the drilling expert, who is in charge of operations at the well, says that the flow of gas is greater than any struck at Medicine Hat. The well is now about one thousand feet deep, and for several weeks past the gas has been blowing off. In the city it is thought that Mr. Gunter has struck the same mud strata which was found in the local wells at a depth of between six and seven hundred feet, and that he will have to go considerably deeper before he strikes the rock formation from which the local deep wells draw their supply. Mr. Gunter has gone to Calgary to ask for further instructions concerning the company's intentions in regard to the well.

The interest in the stock-judging schools held during the week, continued right up to the last session. At the end the crowds taxed the capacity of the rooms. The lectures at the city hall were well attended also. Hon. W. T. Finlay was in attendance, and briefly addressed the school. He was well pleased with the success of the school, and knew it would be a benefit to the stockmen. He was gratified with the reception which the school has met. During 1906 the Alberta creameries has made 1,350,000 pounds of butter, and $335,000 has come to Alberta farmers as a result. His endeavor would be to make this department the best in Canada.

## CIVIC ELECTIONS

### The Councils Chosen in Nanaimo, Rossland and Revelstoke

Nanaimo, Jan. 17.—The civic elections here today passed off quietly, and without incident. The number of votes polled was unusually large. There was no mayoralty contest, A. Planta, the former mayor, being returned by acclamation. The following aldermen were elected: North Ward, Forrester, Hodgson, Daily; Middle Ward, Dick, Thompson, Kinkin; South Ward, McRae, Wilson, Newton. School trustees, Planta, Quennell, Forester.

Revelstoke, Jan. 17.—The following is the result of the municipal elections held today: H. A. Brown, mayor, 19 majority; Aldermen: Ward 1, J. J. Woodland and E. Trimble; Ward 2, H. Howson and R. B. Sawyer; Ward 3, J. Abrahamson and J. A. Stone.

Rossland, Jan. 17.—P. R. McDonald, in the mayoralty contest today, defeated John Martin, his opponent, by a majority of 41. The six councillors elected are: James Anson, H. R. Jones, James Twaddle, Isaac L. James, J. H. Langman and Sidney Sibley, all of whom are Martin's. Mayor McDonald. The election was quiet and orderly.

## GEORGE HAM'S ILLNESS

Montreal, Jan. 17.—George Ham, chief of the advertising department of the C. P. R., underwent an operation yesterday at the Western hospital. It was announced today that the operation had proved successful and his condition was satisfactory.

## FLYING ROLLERS COME

Windsor, Jan. 17.—Mother Elinor Mason, supreme head of the Flying Rollers, has arranged for the transportation of 250 of the sect now living in and around Chicago to Essex county farming districts.

## A PROFITABLE MINE

Winnipeg, Jan. 17.—Col. John Buxton, mining engineer at the White Lily mine, near Fort William, and which is owned by Fort William people, claims that the average daily output in ore is $5,000, the ore running $300 to $5,000 to the ton. The ore is free milling.

## BYRON AND HIS TITLE.

Professor Mason in the first published records of the ancient grammar school of Aberdeen recounts this school legend about the poet Byron: "It was on the day of his coming to school, the first morning after his accession to the peerage was known and on the calling out of his name in the catalogue no longer as 'Georgi Gordon Byron,' but as 'Georgi Baro de Byron,' he did not reply with the usual and expected 'adsum,' but, feeling the gaze of all his schoolfellows, burst into tears and ran out."

## REULT OF LAZINESS.

"When Mark Twain was a boy at school in Hannibal," said a veteran Missourian, "the schoolmaster once set the class to writing a composition on "The Result of Laziness."

"Young Clemens at the end of half an hour handed in as his composition a blank slate."

## RICHES OF COBALT

### Director Low Speaks of His Visit to Silver District

Ottawa, Jan. 17.—Mr. Low, the director of the geological survey, in the summary report of the department presented to parliament yesterday, paid a short visit to Cobalt. He adds: "Of course, on so short a visit it would be presumptuous to offer an opinion upon the origin and extent of the ore. Enough was seen to pronounce upon the richness of the veins and to make a rough estimate of the millions of dollars in silver shown on the surface and in the workings of the claims. Granting only a very moderate depth, there is ore in sight sufficient to produce millions, and only a few of the veins have as yet been uncovered. Attention is also called to the limited area covered by the veins in this region and to the natural impulse to consider ground situated in the vicinity of great value. Prices are being advanced in many instances beyond reason."

## TRAM IMPROVEMENTS

### Addition Being Made to the Large Sheds for Car Accommodation

The continued growth of the tram system in this city has necessitated an important addition to the buildings of the B. C. E. Ry Co. Some time ago the authorities of the transportation company decided that it would be impossible to get along much longer with the present capacity for the stabling of the cars, and steps were taken for the extension of the company's sheds on Discovery street. Plans for a large new shed have been drawn up by F. M. Rattenbury and today the tenders received for the work will be opened and the contract in all probability awarded.

The new shed will adjoin the present buildings of the company on Discovery street, and will be a substantial structure of brick and iron. In addition to a large shed for the stabling of the cars, there will be provided a large paintshop in which the cars will be furbished up, when in need of a new coat.

Several new cars will be added to the local service in the near future. A. T. Goward, the manager of the offices of the B. C. E. Ry. in this city, yesterday informed the Colonist that all arrangements had been concluded and that within the next three weeks two new cars would arrive from the car shops of the company at New Westminster. The cars will be of the medium size.

The company is continually making improvements and extensions to its service in this city. The matter of the proposed new line from the city to the cemetery is still before the management. No decision has yet been arrived at, but it is the opinion of prominent officials that the desired extension will undoubtedly be built, and that within the near future.

# KINGSTON'S CALAMITY GREATER IN EXTENT

## Reports Show Much Heavier Death List Than Was at First Reported

According to information received today, the Kingston horror is growing. Communication with the island is partially restored, and every message that comes through brings fresh details of the appalling catastrophe.

The number of dead is placed variously at from five to twelve hundred, and the number of injured runs into the thousands. Ten thousand people are said to be homeless. The danger of famine has increased, and with it danger of pestilence. There is urgent need of supplies of all kinds and energetic efforts are being made in England and America to send aid.

The American battleships Missouri and Indiana have reached the scene, and American officers and sailors are trying to render assistance.

A new horror is added to the situation by reports that the city seems to be slowly sinking into the sea.

The ships in the harbor are crowded with injured people, and the death list is being increased daily. Corpses lie in the streets or are being thrown into trenches. The fearsome extent of the appalling calamity that has visited the capital of Jamaica has not yet been recorded to the outside world, and it is doubtful if even the people of Kingston themselves are yet aware of the full extent of the disaster that overwhelmed them last Monday afternoon.

London, Jan. 17.—Kingston has been wiped out, the damaged area comprising a square mile. All the large warehouses in the lower part of the city were consumed, while not a single house remained undamaged, and the majority were unfit for habitation. When the despatch was filed the bodies of many whites, who had been staying in the Myrtle Bank hotel, were still beneath the wreck, as it was impossible to secure workmen to search the debris. A conservative estimate of the casualties made by the police of Kingston places the number of killed at 1,200, judging from the number of bodies found in the few buildings which have been examined. This estimate, the correspondent adds, is likely to be largely increased when a thorough search is made of the buildings. The treasury, on Harbor street, is standing, but the postoffice and courthouse were in ruins. The government offices were unsafe for occupancy. The government house was badly damaged. The Colonial bank was burned out. The Nova Scotia bank was a heap of ruins, and the residence of General Marshall collapsed like a pack of cards. Mrs. Marshall was dug out alive and but slightly injured. The Roman cathedral, the parish church, the Scotch, Wesleyan and Baptist churches have disappeared, and the English Church cathedral was destroyed. At Port Royal, at the entrance of Kingston harbor, one of the batteries sank and a gunner was killed. The ships in the harbor were converted into hospitals. The deck of the steamer which brought Sir Alfred Jones and his party to Jamaica resembled an ambulance. Dr. Evans, the ship's doctor, was busy performing amputations from 5 o'clock in the evening to 4 o'clock next morning.

Sir Alfred Jones, Jesse Collins, M.P., and several other members of Sir Alfred's party, had remarkable escapes from being buried in the ruins of the Myrtle Bank hotel, according to a despatch received from Holland Bay this morning. After lunching at the hotel, Sir Alfred, Mr. Collins and others went out on the pier at the waterfront and amused themselves by tossing coins into the water. The visitors had just left the pier on their way back to the hotel when, as they reached the lawn, the earthquake occurred, and the hotel toppled in ruins around them.

Gerald Loder was at the Jamaica Club, on Hanover street, when the building was demolished, a lounge protecting him from the falling debris.

### Starving Natives

Holland Bay, Jan. 17.—So far as known, no Americans have been killed or injured, but report says that eight American tourists are among the missing. Many of the natives will starve unless they receive almost immediate assistance. That portion of the town of Port Royal which sank two centuries ago is under water.

London, Jan. 17.—When Captain Young, of the Royal Mail Steamer Arno, was killed, First Officer McCauley assumed command. The steamer steamed along the burning Royal Mail company's wharves and there fought the fire all night, saving one of the piers. In the meantime the steamer's decks had become covered with burnt and injured persons, who were without a doctor.

Ashore the negro population was panic-stricken, men and women screaming and calling on Heaven to save them and holding religious gatherings, at which excited orators exhorted their terrified hearers to repentance.

Throughout the terrifying scenes, Governor Sweetenham acted in the most energetic manner, but the disaster is so great that the entire city will have to be rebuilt. One unofficial estimate places the loss at $25,000,000. A number of fissures in the earth have appeared. The street car tracks are out of shape, the rails are twisted, the water mains and the gas and electric pipes and wires are completely disorganized. Among the strange freaks of the earthquake was that the statue of the late Queen Victoria, in the centre of the city, was reversed. It was rumored at Kingston that a tidal wave visited Annota Bay, on the northern coast, directly north of Kingston, causing a change in the coast line.

King Edward headed the Mansion House fund with $5,000, the corporation of London immediately adding a similar amount. Theatres are organizing special performances for the fund. On instructions from Washington, the American embassy today telegraphed condolences to King Edward and to the foreign office.

### The Dead and Injured

Holland Bay, Jan. 17.—The death list will probably total many hundreds. The injured are many, possibly several thousand, and it is believed that about 10,000 persons are homeless. Some prominent business men are among the dead, including A. M. Nathan and Charles Sherlock, leading merchants of Kingston, many of the most prominent physicians, and Captain Constantine, local superintendent for the Royal Mail Steam Packet company.