

NATIONALISATION OF RAILWAYS

JAPAN LANDED IN MAZE OF DIFFICULTIES

Saionji Ministry With Cramped Finances Faced With Debt of \$250,000,000.

Tokyo, Feb. 22.—One of the conditions under which the present Saionji ministry succeeded to the late Katsura administration at the close of the great struggle was that it should carry into effect the policy of railway nationalization formulated during the regime of the latter. The pledge thus given was duly fulfilled. The grounds upon which the authorities based their determination to take exclusive charge of so vast a branch of national activity were for the most part strategical rather than economic, and no secret has been made of the fact that military power was mainly responsible for the project.

Still the advantages to the public from a central ownership of the railroads were given considerable prominence. The nationalization of the plan in brief was that the government should purchase 17 private lines at an estimated cost of four hundred and forty-two million yen in round figures. The most important of these lines were the Nippon railway, assessed at 126,328,461 yen, the Sanyo railway, 20,148,720 yen, the Kwan Sai railway, 31,308,000 yen, and the Hakaido railway, 30,070,507 yen; the remaining railroads ranging in price from a million up to ten million yen.

In lieu of cash, the government decided to pay for these properties in national bonds at the latter's face value within five years, interest on the railway shares being paid by the government in the interim. The proposal passed the diet.

Since the adoption of the principle of the scheme several of the estimates have had to be revised and the amount in bonds now to be appropriated for this purpose is believed to be about five hundred million yen in round figures. The yen is worth about fifty cents.

Doubtless determined effort will be made in the near future to find some way out of the maze of difficulties which the government has surrounded itself in this connection. It is too early to pass upon nationalization, whether as a success or a failure, but immediately at the present time is open to controversy and a popular vote will probably be held to decide upon private companies.

JAPAN THROWS OPEN KOREAN PORT

Fresh Assertion of Mikado's Authority Over Disputed Territory.

Washington, Feb. 21.—The state department has announced the promulgation of Korea of "Imperial Ordinance No. 17" which opens to foreign trade, on April 1st next, the port of Chung Chai. It is explained that this port will be tributary to the disputed Manchurian and agricultural sections of Eastern Manchuria, commonly designated as the Kando (Chiento) district, which is claimed by China as part of its territory and which the Japanese, generally, on behalf of the Korean government, asserts is a part of the empire of Korea.

The effect of opening the port is to give all foreign nations the same rights in the port of Chung Chai as at other Korean ports. As Japan is in control of the affairs of Korea, the ordinance may also be taken as a fresh assertion of authority by Japan, inasmuch as it relates to territory over which China claims jurisdiction.

DEATH OF C. T. FALKNER.

Saskatoon, Sask., Feb. 22.—C. T. Falkner, the city treasurer is dead. He had been suffering for some time from typhoid.

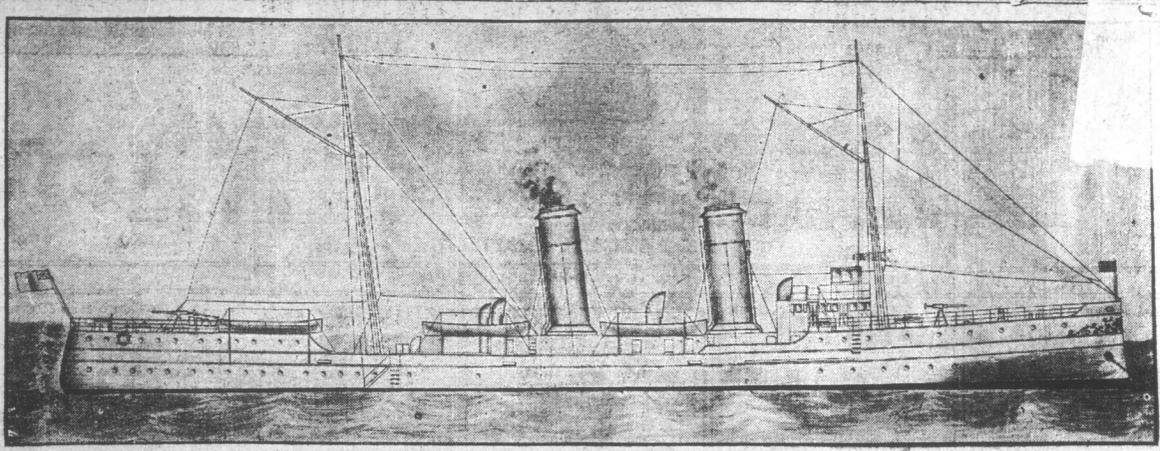
FUNERAL POSTPONED.

New Westminster, Feb. 20.—The remains of the late Mrs. Taylor, of Ladner, who died on Tuesday night, will be held at Murchie's parlors pending the arrival of her daughter, Miss Jennie Taylor, from the East.

WRONGED, SHE TOOK VENGEANCE

Young Girl Fired Farmer's House—Now Charged With Incendiarism.

(Special to the Times.)
Mount Albert, Ont., Feb. 22.—The pitiful tale of a young girl's vengeance on the man who, she alleged, wronged her, of her ten mile tramp through the snow drifts and open fields of east Gwillimburg in the still hour of midnight to destroy the man's barn, the tale of subsequent prosecution by a middle aged farmer, who in evidence admitted wronging her and who now seeks to send her to a penitentiary on the charge of arson—such was the case presented against 18 year-old Mabel Allen, at the sitting of a fire inquest jury under Provincial Detective Joseph E. Rogers here in connection with which the girl is in custody as an incendiary.
Jacob Hopkins accuses her of the act.



THE DOMINION GOVERNMENT'S NEW FISHERIES CRUISER

TORONTO ELECTRIC SYSTEM.

Toronto, Ont., Feb. 22.—A proposition that has as its basis an arrangement upon which the city takes over the plant of the Toronto Electric Light Co. in exchange for the municipal debentures for shares, the rate of interest to be mutually agreed upon, and with which to redeem the city bonds on their expiration, was submitted to the board of control by representatives of the company. No reference whatever was made to any change in the control of the Electrical Development Company.

NEW METHODIST COLLEGE.

Winnipeg, Feb. 21.—The Methodists have decided to erect here a college costing \$100,000. The Massey estate has given \$25,000 to open the subscription list.

APPEALS AGAINST MILK FINES.

Vancouver, Feb. 20.—Arrangements are being made to enter appeals in the case of S. Garvin and John Chong, fined for leaving milk that did not comply with the provincial regulations. Mr. Garvin was fined \$100 and costs by Magistrate Alexander, and a fine of \$50 and costs was imposed on Chong by Magistrate Williams.

PROGRESSIVE VICTORIA

Vancouver Island Special Edition Of The Times

The special edition to be issued in about six weeks by the Times, illustrating the opportunities for investment and settlement in Victoria and on Vancouver Island, will appear at a number of opportune times, when attention will naturally turn to those districts which have escaped the prevailing depression and where business promises to be active.

No part of the continent should look as good to settler and investor, as well as tourist this year, as Vancouver Island. Already railway, construction and extension is under way, and this summer the C. P. R. will push its rails to blue water on the West Coast. Not only this but as indicated in the advertising columns of this paper to-day about thirteen hundred acres of the same company's land belt will be cleared, grubbed and prepared for settlement at once. With the coal and metalliferous mines active, the lumber and shingle mills busy, the fishing and whaling developing with enormous stride, and fruit lands being cleared and planted so rapidly as to justify in a few years the appellation "The Orchard of the Empire," Vancouver Island has a future so rosy that no financial flurry on Wall Street can check it.

The moment, however, is a psychological one. To insure the fullest measure of prosperity, business men, manufacturers, tradesmen and citizens generally must co-operate. The Times in its share—let every one else do his.

Fisheries Protection Cruiser for Pacific

Plans Have Been Completed for the New Dominion Government Vessel Which Is to Go Into Service on This Coast.

The marine and fisheries department at Ottawa has decided upon the plans for the new twin-screw cruiser for the fisheries protection service on the Pacific coast. The Times is able to give a sketch of the new vessel together with a full description of it. The cruiser, it will be admitted, is one which will reflect the greatest credit upon the department and seems to be admirably adapted for the service and the waters of this coast.

The cruiser has been designed by a resident of Victoria, R. L. Newman, whose wide experience is a sufficient guarantee of the efficiency of the vessel for the service for which it is intended. It is indeed highly satisfactory to Victorians that the design and specifications throughout for this first Canadian cruiser on the Pacific should have been prepared by one who is now regarded as a resident of the city. There is some talk of appeals in other cases, but it is altogether likely that the result of these two appeals will be awaited, and if they go through successfully others may follow.

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The need of the new cruiser has been felt for some time. The increasing importance of the fisheries on the coast has induced United States vessels to take chances on poaching in Canadian waters to the disadvantage and loss of Canadians. The Kezrell was built some years ago for the protection of the fisheries, but it has been found impossible for that vessel to afford adequate protection owing to the vast area to be covered.

The administration at Ottawa has manifested a deep interest in all that pertains to the fisheries of this coast in common with all other branches of the service. It was therefore decided this year, as Vancouver Island. The accompanying design shows the vessel decided upon. It will have a speed of 19 knots and is constructed to weather all kinds of sea which may be met with in the patrol of the coast. The speed required necessitated a very substantial vessel of good length and this the designer, Mr. Newman, has provided.

When completed the cruiser will be a credit to the service. The plans call for perhaps the most perfect vessel of her class on this continent.

The general dimensions of this vessel will be 250 feet over all, 24 feet 3 inches on load water line, 32 feet beam moulded, and depth from top of keel plate to top of beams at side, 17 feet, and an approximate displacement on a mean draft of 12 feet of 1,400 tons, and at this displacement she will have a speed of not less than 19 knots per hour.

She will be built of steel throughout, and although her scantlings will be somewhat less than Lloyd's demand for a freighter or passenger carrying steamer, her material will in all cases satisfy the inspection and tests as demanded by British Lloyd's. The accompanying sketch indicates the type of boat, schooner rigged, having a bridge and forecastle. On the fore-

castle forward will be arranged all the line, chocks, and bits necessary for handling lines, and a pair of horizontal winches operated by a windlass engine on the main deck for handling chain cables. On this deck will also be located two quick-firing guns, and immediately forward of the skylight lighting the forecastle will be placed the hand-up for handling ammunition. On the poop aft, will be located one of Lord Kelvin's deep sea sounding machines, the usual fairleads and bollards for handling lines, and two quick-firing guns, the hand-up for which will be located somewhere in the centre of the ship. On the aft portion of the forecastle deck will be arranged the pilot-house, chart-room, and a room for the wireless operator. In the waist of the ship on elevated skid beams, the usual outfit of boats will be located, consisting of one 82-foot admiralty steam launch, three 25-foot cutters, one 25-foot gig, and one 15-foot dingy, all operated by the patent "prest-o" boat davits, and on the extreme end of the deckhouse amidships will be placed a small boat hoist for raising and lowering these boats to and from the davits.

Under the forecastle deck and on the main deck forward is arranged a very commodious forecastle for the seamen, and immediately under this, on the lower deck are commodious quarters for firemen. The aft end of this lower deck being devoted to the mess-room and the state-rooms for the ship's petty officers. The space on the main deck immediately aft of the forecastle is devoted to the crew's wash and bath-rooms, petty officers' bathroom and a large refrigerator and the galley for crew, having a capacity for 100 men, and immediately aft of this on port and starboard side is located the hammock nettings. In the deck-house and about amidships will be located a galley for the officers having a capacity for at least 25 men.

In the poop aft the following accommodations are provided: One suite of rooms consisting of dining-room, two state-rooms, and bath-room for captain, and immediately aft of this is a special suite of rooms consisting of dining-room, state-room, bath-room, main entrance hall and pantry. These rooms are the only ones in the ship finished in hardwood. These are panelled in Spanish mahogany and upholstered in the best horsehair, covered with single-faced velours and tufted. In fact, these will be two very comfortable suites of rooms, plain and neat with no attempt at high finish.

On the cabin deck on the main deck, is located the ward-room and state-rooms for the junior officers, consisting of a large armory, the executive officer's office, a commodious pantry, dining-room extending the full breadth of the ship, and eight commodious and neatly finished state-rooms, two bath-rooms and immediately aft a ward-room general store-room.

Forward under the orlop deck is situated fore-peak, chain locker, sail-room, magazine, and handling-room forehold, bread-room and general stores. The lower hold for a length of 106 feet, is devoted entirely to the accommodation of coal and propelling machinery, and aft of the machinery space and under the aft deck is subdivided for the accommodation of the steering engine, captain's stores, ward-room stores, magazine, handling-room and ordinance stores, and engineer's workshop and store-room.

One of the most interesting features of this vessel is its minute subdivision, there being under the lower decks not less than 11 watertight compartments. The decks throughout are of teak, and she will be fitted with wireless instruments of 5 K. W. capacity, which will give her a radius of 1,000 miles, that is to say, she will be able to take messages within a radius of 1,000 miles, and on exceptional occasions she will be able to take messages from the Atlantic, the other side of the continent. There will also be fitted and installed on board one No. 4 refrigerating machine of the type manufactured by J. & E. Hall & Co., Darford, Kent, England, of the carbon dioxide process. This machine will be capable of manufacturing 400 pounds of ice per day and of raising the temperature of a 700 cubic feet chill-room to a freezing point. The advantage of using this type of machine is that should any accident happen the results will be perfectly harmless.

The ship will be lighted throughout by electricity, the generating sets consisting of two 18 K. W. steam turbo generators. The lighting will consist of 250 lights and a large searchlight placed on top of the pilot house of the same size and power as is usually fitted to a British third class cruiser. The propelling machinery consists of two sets of triple expansion engines, having cylinders 20 1/2, 22 1/2, and 30 1/2 inches in diameter, with a common stroke of 27 inches, the collective h. p. being not less than 4,500 I. H. P. There will be two watertight boiler compartments, in one of which will be placed a large double-ended boiler 14 feet 3 inches in diameter and 19 feet 8 inches long, fitted with the Howden forced draught, and the air for combustion being supplied by two large 54-inch sirocco blowers. In the forward compartments there will be fitted four water-tube boilers, either of the Mosher or Newman type. These boilers will have a margin of power, it being specified that they shall be capable of developing not less than 200 horse-power. This margin covers the power used for auxiliary purposes.

There will also be furnished and placed on board two 10-ton evaporators and one 10-ton distiller. This plant will furnish fresh water for the machinery, and must be capable in addition to furnish five tons of potable water per day for the use of the crew, for drinking and for culinary purposes.

Another interesting and notable feature is the fact that the ship's plating incloses the shafting to within a few inches of the propeller. This permits of the stern tube and shafting under all conditions being readily examined. The propellers are of the right and left hand type 10 feet in diameter and made of sceptre bronze. It is interesting to note that this sceptre bronze has a strength of 80 per cent. in excess of wrought iron.

There are several notable features embodied in this boat, but of too technical a character to be dealt with in this brief description. She will carry a crew of about 75 men, not including the officers, and will be modern in every respect, the equipment and outfit being of the very latest, both in type and design.

OFFICERS ELECTED.

Grand Orange Lodge Decides on Victoria as Next Meeting Place.
Armstrong, Feb. 21.—The provincial Grand Orange lodge elected officers for the ensuing year as follows: Grand master, D. C. McLaren, Vancouver; deputy master, H. G. Taylor, Vancouver; junior deputy master, R. Fawcett, Vancouver; chaplain, Rev. R. J. McIntyre, Sumnerland; treasurer, E. H. Clarke, Vancouver; lecturer, S. M. McGuire, Salmon Arm; director of ceremonies, H. M. Abercrombie, Eburne; auditors, Rev. Merton Smith, Vancouver; R. J. Mitchell, Vancouver; deputy grand secretary, W. T. Jago, Vancouver; deputy grand treasurer, B. N. A. W. E. Dunlop, New Westminster; deputy grand chaplain, Rev. I. W. Williamson, Fernie; Rev. G. E. Osterhout, Vernon; Rev. Newton Powell, Nelson; Rev. A. DeB. Owen, New Westminster.

A magnificent banquet was tendered the delegates by the Armstrong brethren, and the after dinner speeches were some of the best ever delivered in the province.

The city of Victoria was selected as the place of the next annual meeting, and it was decided to have a grand provincial demonstration in the city of Vancouver next 12th of July.

British Fleet to Go to Halifax

(Special to the Times.)
Halifax, N. S., Feb. 22.—A British fleet is coming here as well as to Esquimaux. The British Admiralty is steadily increasing the reserve supply of coal and coke at the dockyards. There is now seven thousand tons of Welsh coal and coke belonging to the Admiralty at the dockyards, and the Admiralty collier Camperdown is due here next month with a large cargo of Welsh steam coal.

YMR MINING DISTRICT.

Queen Property Has Doubled Capacity of Plant.
Nelson, Feb. 21.—The Queen mine has finished its installation of ten new stamps to its mill, thereby doubling its capacity. The improvement has taken place in view of the better ore which is being met at depth and which should lead to a further impetus to mining in the Ymir district where all ready matters mining are fairly active despite the season of the year.

THREATENED BOMB OUTRAGE.

Port Arthur, Ont., Feb. 22.—Mr. Jordan, superintendent of the Canadian Northern coal docks, has received a threatening letter to the effect that unless work be given, the Italians would blow up the docks. The discovery of a large quantity of dynamite on the docks has been made. Detectives are investigating.

GOOD FOR MORTGAGES.

Winnipeg, Feb. 21.—The legislature has decided that in future a mortgage cannot be foreclosed except with twelve months' notice.

WRONG TRAIN WAS WRECKED

DASTARDLY PLAN OF MISSOURI BANDITS

Rail Removed and Fire Built on Track to Expedite Work.

Sedalia, Mo., Feb. 22.—An attempt to derail an eastbound fast passenger train on the Missouri Pacific, evidently for the purpose of robbery, was made at Otterville, 20 miles east of here, at midnight last night, a rail having been removed. The bandits in the track were struck by an extra freight train from St. Louis. The freight was wrecked, the engineer, fireman and brakeman being seriously injured.

The train the wreckers evidently sought to catch, left Kansas City at 8:10 last night for St. Louis. It was supposed to carry considerable money. Wreckers had removed a rail on Otterville Hill, a mile and a half east of Otterville, and built a fire between the tracks to bring the passenger train to a stop. The freight crew did not notice the fire until too late to stop, and the engine and several cars were derailed and badly damaged.

The injured men were brought to a hospital at Sedalia. There is no clue to the would-be robbers.

FARMER FATALLY INJURED.

Noel Wilson is Victim of Crossing Accident in Montreal.

Montreal, Que., Feb. 22.—Noel Wilson, a farmer of Lex Bizard, was fatally injured, his horse killed, and his sleigh smashed by a G. T. R. engine near Vinet street, where the crossing gates had not been lowered. He is a brother of Charles A. Wilson, the advocate.

NO LOCKOUT AT TYNESIDE.

Newcastle-on-Tyne, Feb. 22.—Several conferences were held yesterday with a view to arranging a compromise in the strike of shipyard employees. All proved futile, but the employers decided that they would not enforce a lock-out, which would have affected 20,000 men.

CARBERRY PIONEER DEAD.

Carberry, Feb. 22.—Harry Abbey, a pioneer, was found dead of heart trouble this morning. A brother of his lives in Vancouver.

TRAITOR TO HIS COUNTRY SENTENCED

French Ensign Ulmo Degraded and Imprisoned for Life.

Toulon, Feb. 22.—Charles B. Ulmo, an ensign in the French navy, has been found guilty by a court-martial of attempting to sell naval secrets to a foreign power and sentenced to life imprisonment in a fortress and to be degraded from his rank.

Ensign Ulmo was arrested at Toulon on the charge of being a spy, on October 28th. An examination of his effects showed him to be in possession of many valuable documents, and he afterwards confessed to having abstracted a secret signal book, and the naval cipher.

An army officer named Burton was arrested later on similar charges, and at Toulon, on November 8th, five ring-leaders of an important association of international spies were taken into custody. It is believed that all these men were in some way connected with Ulmo's plan.

The authorities found evidence that Ulmo had offered to sell information concerning the defenses of France to a German agent. Ulmo made a partial confession to the charges brought against him, and as a result the French authorities decided to order the reconstruction of the French naval tactics.

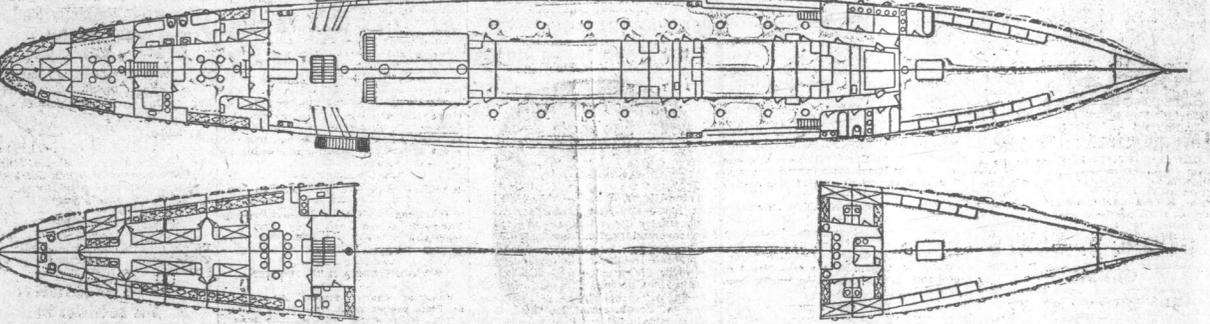
PURGING VANCOUVER.

Vancouver, Feb. 21.—Thirteen women who were former inmates of houses of ill-fame on Canton and Shanghai streets, and who were given a chance to leave the city, and who refused to heed the warning, are now serving six months' sentence in the city jail. A number of others are reported to be back in the city, and the police are now on their trail. When caught they will be sent to gaol for a term of not less than six months.

TURKS CONDEMN ARMENIANS TO DEATH

Carina Raided and Many Captured—Villagers May Interfere With Sentence.

Tiflis, Feb. 22.—News was received here yesterday that the Turks recently raided the frontier village of Carina, in the province of Van Adriatic, Turkey, and captured 51 Armenians whom they accused of being members of revolutionary societies. A court martial was formed on the spot and after a speedy trial, eight of the men were sentenced to death and 43 to life imprisonment. The dispatch says that great excitement prevails in the village of Carina, and that it is feared that the population will rise and interfere with the carrying out of the sentence. The Turks have taken advantage of the situation to rush their reinforcements nearer the frontier.



PLANS OF DECKS OF THE FISHERIES CRUISER. THE UPPER ONE SHOWS THE MAIN DECK, THE LOWER ONE, THE BERTH DECK.

SOLE ARBITER IN MAN

JAPAN ADOPTING SHUT DO

London Paper Wa gation of Matter ish Parliam

London, Feb. 21.—The in a long article and ed against Japan's hau shutting the door of vetoing the Hain Min railroad which was bel by a British firm this time that a British firm such a contract in Chin the view of the British that Japan must decide such matters, makes Jap biter of an steps China the development of com dustry in Manchuria and far-reaching effect in Chinese government from British contractors.

UNEMPLOYED RIO IN PHIL

March of 1,000 Le Charges, Revol and Arrest

Philadelphia, Feb. 21.—of nearly one thousand upon the city hall yea they said they intend demonstration for work riot in Broad street, in the city, late to-day, an some were injured bef dispersed the marchers fourteen of them.

The men marched fr ment in the lower secti The leaders took a scor line carried red flag, borders. When they r street, a few blocks be hall, several wagons at through the lines, and dragged from their seats and badly beaten.

Police men to the riot call was sent in force of police rescued general riot ensued. S marchers used revolve ring at the police, an officers, riding into the fight, used their batons upon the heads of the moles taking police, slightly wounded and a struck in the leg by a Reserve police officer, Smith, were severely at removed to a hospital, one of the drivers in beaten and nearly str clothes.

Fourteen participants stration were severely police and were sent These fourteen were eit the ranks of the ma flag-carriers, who were the police and arrested, certain that the men permit from the city rade.

The charge against Jo is inciting to riot. Jus by the police to be th marchers to the aid of some kind. They archists.

DEVASTATING FIRE CRIPPLED A

Stoddard Dayton Ohio Damaged of \$300,

Dayton, Ohio, Feb. known origin broke o moth plant of the s automobile factory at this morning and sw old section of the pla age of many thousand department funds, the unable to prevent th the new section, rec and the plant will be o to come.

The plant will be a covered by insuranc of damage will reach is covered by insurac finished auto values were consumed. The factory was the sec works in the country.

RAILROAD

Well Known Official ern at Portage in P

Winnipeg, Feb. 21.—T disappeared at the a Canadian Northern sta Prairie. Detectives sus official of the company, rested.

SHOVELLING

Two Moncton Firem Escape in Furr

Moncton, N. B. Fe R. firemen had a ba when a stork of dyna ered by one in a pi the other was shavel race in the boiler ro