

SHIP BUILDING IS ACTIVE IN NORTH

WHITE HORSE MAKING READY FOR SPRING

The Steamer Princess May Breaks Her Propeller and Will Have to Enter Dry Dock.

Though breaking a blade of her propeller on the return voyage the steamer Princess May has completed a quick round trip between this city and Skagway. She arrived here at midnight and will enter dock before leaving for Seattle. There being no traffic between Skagway and Dawson the steamer did not make the trip. Her passengers returning were Mrs. F. L. Hall and child, George Wilkinson, Jas. Ritchie, Mrs. Ritchie, W. A. Knight, Rev. W. E. Cosford and W. A. Fox.

When the steamer left Skagway the northern rivers were open, and the lakes dangerous. As Dawson on the 10th left for Skagway the river was breaking up, but it had not yet begun to move. Jams had occurred at Tanana. Five fingers and Selwyn, no damage to property had been reported. Even the Klondike river is yielding to the warm weather, and on the 10th the ice was breaking fast.

A dispatch from White Horse under May 14 says: "The river has been transformed into a shipyard and from now on until the opening of navigation White Horse will be a scene for carpenters and carpenters, who are being called in from all over the north. The water in the river that is generally called the demand for carpenters and carpenters will continue late into the season as the deep draft boats will be in the water and there will be a revival in the saw business in consequence. The W. P. & Y., to carry out their immense contracts, will necessarily be obliged to keep a large number of men in the river. The lumber will be shipped to White Horse at an early date and will be used there in the construction of some twenty large barges, each with a capacity of some 100 tons of freight or merchandise. These barges will be used in the transportation of supplies and merchandise from White Horse to Dawson.

The large amount of material it will be necessary for the company to take into the country for the construction of the road makes it necessary for them to seek the most economical method of transportation. After some consideration of the question it has been decided that the best for the company to use barges on the Yukon and have them towed by the steamers already in use on the river. The company will establish a large construction yard at White Horse, where these barges will be constructed. At this yard there will be upwards of seventy-five men employed for the greater part of the summer season. The work of constructing the barges.

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rescue. Unfortunately, the weather became extremely rough on the following day. The ship could not proceed at her regular speed, and it was not till the 23rd that she arrived near Taro island where the disaster occurred. On the morning of the 24th the sea became calm, and all the people of the Sendai Maru taken to Fusan at 6 p. m. by the Hien.

THE COAL TRADE.

The following is the report of the San Francisco coal market for the week ending May 10th, issued by J. W. Harrison, the coal and metal broker. Several steam colliers that have been in the service for a considerable time are for the moment retired, and it is questionable what coal will be again called into requisition. Australian coals have been marked down to prices heretofore unknown, and are not finding ready sale. The list of loading vessels at Swaneau is increasing, but that of charter of coal is used almost exclusively for gas purposes, and it is landed here at nearly one dollar per ton less than last year. Coal will continue to hold the market for household purposes until such time as may be devised by which oil may be substituted. It is difficult to say how successful this may eventually be, the writer thinks it very dubious if it will ever supersede coal for domestic purposes. It is dangerous to handle, and it will be very difficult to overcome the smell and smoke that emanate from its use.

WILL BUILD TWENTY BARGES.

In view of the fact that there is a duty on American lumber entering Canadian territory it is possible that British Columbia mill men may receive the contract for the supply of 600,000 feet of lumber required for the construction of the twenty barges to be built at White Horse by the Klondike Mines Railway Company, and referred to in last evening's Times.

The lumber will be shipped to White Horse at an early date and will be used there in the construction of some twenty large barges, each with a capacity of some 100 tons of freight or merchandise. These barges will be used in the transportation of supplies and merchandise from White Horse to Dawson.

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port sent out from Dawson regarding the announcement that the White Pass would go into mercantile business got their facts badly jumbled. It is the policy of the road to afford its shippers the fullest protection against the effects of baneful competition. Should any competitors in Dawson make any effort to monopolize the mercantile business against our interests, or against the interests of the retail dealers who patronize us, we may be forced to take a hand ourselves. Just what may develop in this line it is impossible to foresee. Before we can decide doing, and this can only be ascertained while the competing company intends doing, and this can only be ascertained by observing their actions. From time to time as they develop. The situation is one which offers many peculiar difficulties.

OMINECA ARRIVALS.

Through the return of the steamer Danube from southern British Columbia this morning the first passengers out from Omineca this spring arrived. They came down the Skeena on the second trip of the steamer Danube, which had left on her third run of the season to the fork of the river prior to the sailing of the Danube. They report that the river is in a normal condition; that the steamer had no difficulty in ascending or descending the river. The Hazelton also brought out from the interior the regular spring shipments of fur for the Hudson's Bay Company. A spring salmon had been caught in the Skeena up to the time that the Danube sailed. The steamer had a small number of passengers on her return. Among these were Messrs. Clarke and Wain, who embarked at Hardy Bay, after walking over the northern end of the island from Quatsino Sound. They report that owing to some delays large shipments of one would not be ready for the Ties when she took the West Coast run on the 20th as were first calculated on, but development work has progressed very satisfactory and with very encouraging results.

THE RATE WAR.

Only the Al-Ki and Santa Ana have it, is now said, become seriously involved in the rate war. The rate of \$22.50 made by the Pacific Coast Steamship Company for the Al-Ki has not been met by the Pacific Clipper line, whose passenger rates for the Santa Ana were quoted at \$22.50 and \$15.

The Santa Ana, however, has slashed freight rates, giving a \$4 per ton tariff to Skagway. The rate offered by the regular Lynn canal companies has long averaged about \$7.50 per ton; perishable goods having to pay as high as \$10 per ton. The Santa Ana freight rate, it was announced, will not be met by any of the association companies.

The Clipper line has declined to book freight at the \$4 rate for Ketchikan and Jensen, stating that they were unable to do so on account of the prohibitive wharf charges demanded of outside vessels calling at those ports.

Both steamers will receive all the freight and passengers they are capable of carrying.

THE FRISCO LINERS.

The warm season being again on when overland travel is not so pleasant as the ocean voyage, traffic on the San Francisco steamers from the south is becoming heavy. The City of Puebla, which arrived last evening, had a total of 322 passengers, of whom a good number landed here for this city, and for Vancouver and points beyond. In the freight of the vessel many consignments of new season's vegetables and fruits were reported, the latter being the season to be placed on the market this spring.

The Umatilla will be the liner given dispatch for the Golden Gate this evening. There are locally booked for the passage the following passengers: Miss L. B. McInnes, J. Hickson, R. J. Brown and children, Mrs. Marshall and Miss M. Pellinell.

FIELDING'S SPEECH.

In Reply to Usual Want of Confidence Mention by the Opposition.

Ottawa, May 13.—The House today devoted its attention to the usual want of confidence motion put by the leader of the opposition, Mr. Fielding.

There was nothing new in the speech of the leader of the opposition, Mr. Fielding, who said that the expenditures were larger than 1900. It was necessary to make expenditures to the extent of \$2,000,000. There was a substantial increase in the attendance of the Chinese and Japanese children, who at the present time are not attending any of the public schools of the city.

That the general moral character of the Chinese and Japanese is lowering in its influence upon the children attending in attendance at the public schools. Victoria, 22nd April, 1902.

C. H. TWIGG, GEO. JAY, A. E. MACKEACHEN.

Our committee recommends that these reasons be communicated to the Minister of Education, and that it be referred to the finance committee to report as to the probable cost of the maintenance of such a school, and whether the funds at the disposal of the board will permit of the establishment of such a school, in the event of the Board of Education approving of the same.

Dated May 14th, 1902. GEO. JAY, A. E. MACKEACHEN.

Superintendent Eaton said with a single exception he had no complaints from the teachers of bad language used on the playground.

SEGREGATING THE SCHOOL CHILDREN

REQUEST THAT THE PUPILS BE DIVIDED

Suggestion Made by the Trades and Labor Council—Trustee Board in Regular Session.

The segregation of Japanese and Chinese children was perhaps the most important matter coming before the school trustees in regular session last evening. The subject arose through a request from the educational department for reasons why a change should be made as suggested by the recommendation of the Trades and Labor Council.

In the order of business before the board a couple of letters from the superintendent of education were first read. One acknowledged the petition from the board for the incorporation of the Victoria College. The petition had been favorably considered and letters patent will be issued to the "Board of Governors of the Victoria College."

The other communication from the department stated that the minister of education could not see his way clear to take any action on the suggestion that the Chinese and Japanese be segregated until the board gave a complete statement of its reasons for recommending a school for the Orientals should be provided.

City Clerk Dowler wrote stating that the matter of a school for Chinese and Japanese children had been referred to the city engineer. Received and filed.

Clement Boyd wrote announcing he had suitable fire appliances for the new high school on sale. Referred to the building and grounds committee.

Five applications for positions on the new high school staff were received from Thomas Campbell, F. Hatcher, John Creed, W. A. Jones and H. H. Bailey. These, with another application from Harold Fleming for a teaching position, were read by the table.

Superintendent Eaton reported on the school attendance during the past month, as already published in the Times.

The finance committee recommended the payment of accounts totalling \$584.99. Carried.

The building and grounds committee reported asking to be authorized to carry out the following improvements: The improvement of the High school.

Oil to coat the external pressed brick work to counteract the alkali, at a cost of \$125, which item was voted over. Whitewashing the inside rooms at a cost of \$10.75, which was also voted over.

Whitewashing boys' and girls' cloak rooms at a cost of \$10.50. This was carried. Furnishing shelving and book racks at a cost of \$50, which was carried. Together with a receptacle for gully traps four feet deep to cost \$25.

Each item adopted with, of course, be subject to the approval of the architect. Trustees J. and J. were also mentioned in the segregation of the Chinese and Japanese school children, reported as follows:

The committee to whom was referred the communication from the Superintendent of Education, with reference to the establishment of a separate school for Chinese, beg leave to report as follows:

That the delegation from the Trades and Labor Council has advised the board to get out in the following memorial for the establishment of such a school.

That the presence of Chinese and Japanese children in the public schools is a desirable, and it is imperative that a separate school be established for the following reasons:

1. That their direct contact with the prevailing conditions of Chinatown render it desirable that they be isolated.

2. The language used by Chinese children in the playgrounds is found by experience to be demoralizing in its influence upon the other children in attendance at the schools.

3. The Chinese now attending the public schools number 23, and the establishment of a separate school would result in a substantial increase in the attendance of Chinese and Japanese children, who at the present time are not attending any of the public schools of the city.

4. That the general moral character of the Chinese and Japanese is lowering in its influence upon the children attending in attendance at the public schools. Victoria, 22nd April, 1902.

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Trustee Jay moved, in consequence of having been notified by the government of the fact that the government had granted letters patent for the affiliation of the High

school with other institutions, as follows:

That a committee be appointed to make all necessary enquiries as to the affiliation of the High school with one or more of the Eastern universities, and report to the next regular meeting of the board.

The motion carried, and Trustees Jay, Boggs and Mrs. Jenkins were named as the committee.

Superintendent Eaton reported that some repair work was required at the Victoria West school. Referred to the buildings and grounds committee, with power to the board.

The board then went into committee of the whole and took up the report of the buildings and grounds committee, with the result as outlined.

Tenders were then read for the supply of desks, as follows: B. C. Furniture Co., at \$3.90 and \$2.95; Weiler Bros., at \$3.90 and \$2.95; and Pope & Co., at \$3.90 and \$2.95 in carload lots, or \$4.50 and \$3.50 otherwise. Laid on table, the firms to be requested to send samples to the school for inspection on Saturday.

Trustee Jay reported that he visited the North Ward school during the last week and having found a large number of windows broken, presumably by boys who visited the grounds after school hours. The janitor had told him it is less than two weeks since all the windows were replaced.

Superintendent Eaton wished to emphasize the matter by stating that the trouble had been one of long standing. Damage had also been done at Hillside avenue school.

Chairman Hall thought the best way to deal with the matter was to place it in the hands of the police.

Weiler Bros. being awarded the contract of supplying blinds for the new high school at a cost of \$104.65, the board went into committee on private business and the meeting adjourned.

RUMOR DELETED ENTIRELY INCORRECT

E. & N. Have Not Acquired Controlling Interests of Terminal Railway—Jas. Anderson, Manager.

It has been reported during the past few days that the E. & N. Railway Company has acquired a controlling interest in the Terminal railway. Investigation proves that this rumor is entirely incorrect.

A Times representative this morning that neither Mr. Dunnsmuir nor his company owned any interest in either the Terminal or Skagitway railways.

Color was given the rumor just disposed of by the fact that the Terminal Railway Company has made things interesting for the E. & N. people ever since it entered the field. The first indication of this was a marked reduction of rates on the East Coast route and a spirited competition between the two companies. The E. & N. opened the Thistle on the route for a time, but the competition was not a profitable one for the steamer was withdrawn several months ago. The E. & N. then endeavored to acquire control of the route's undertaking, but with equal success.

Change in the management may have given rise to this report. James Anderson, who is now manager of the Terminal, was formerly manager of the Skagitway, and is now general manager, succeeding Capt. S. F. Mackenzie. The captain is still devoting his time to his own business, with headquarters at Vancouver, and will take charge of the management of the road, is now general manager, succeeding Capt. S. F. Mackenzie. The captain is still devoting his time to his own business, with headquarters at Vancouver, and will take charge of the management of the road, is now general manager, succeeding Capt. S. F. Mackenzie.

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