

PRESENTS THE BRITISH CASE

SIR ROBERT FINLAY
CONCLUDES ARGUMENT

Question of Rights of Fishermen on the Coast of Newfoundland

The Hague, June 18.—At the fisheries tribunal yesterday, Sir Robert Finlay contested the United States claim that American fishermen were not amenable to British and colonial fishery regulations on the same ground that French fishermen were not amenable to them.

Prior to the treaty of 1904 on the so-called French shore of Newfoundland, counsel said, France had always laid claim to exclusive rights and for that reason, and in order to avoid trouble with France, Great Britain had abstained from pressing the question of jurisdiction over French fishermen. American fishermen, on the other hand, never claimed such exclusive rights. The treaty of 1818 merely gave them the liberty to fish in common with English fishermen.

Sir Robert Finlay subsequently turned to the question as to whether American fishing boats could employ Newfoundlanders or other persons not of American nationality as fishermen. He maintained that they could not, because the treaty of 1818 mentioned the fact that only Americans could be employed. He proceeded to argue that Newfoundland was entitled to forbid Newfoundlanders to serve American fishing boats because fishing rights were granted to American fishermen alone, and because that expression could not be interpreted to mean American capitalists resident in the United States who sent fishing boats manned by foreigners to the coasts of Newfoundland. Only those who actually did fishing were fishermen in the terms of the treaty of 1818.

Sir Robert, whose speech occupied eight entire days, concluded yesterday the presentations of the British contentions.

RIVALRY BETWEEN TWO FLYERS' CREWS

Men of the Charlotte and Victoria
Carrying on Friendly Con-
test of Skill

Great rivalry is now existing between the crews of the two C. P. R. flyers, the Princess Charlotte and the Victoria, in connection with the record between this port and Seattle. At present the former steamer flies the blue ribbon and carries the golden cock at her masthead, having cut down the record established by the Princess Victoria several months back by a minute and a half. The time between Brochle ledge, where the full speed bell is rung, and Four-Mile rock, where the slow bell is sounded, is 2 hours 37 1/2 minutes. All that the crew of the old Princess are waiting for is a good tide and a wind. When these are favorable the engines will be opened out, the forced draught turned on and the firemen set to work shovelling the coal into the furnaces as fast as possible to keep the steam pressure up to the highest notch that her boilers will stand, and then the crew expect to bring their steamer into Victoria one of these fine days after having shattered the record so badly that it will look almost impossible for the new steamer to touch it.

On the other hand the crew of the Charlotte state that they will be right there if the Victoria happens to break the record, which they deem an impossibility, to in turn smash it.

The waiters on the Princess Victoria induced a trumpeter to join their ranks, and each time this steamer left the harbor the bugler sounded on the main deck and blew out a note of defiance. The crew of the Charlotte stood this for some time, but it soon began to tell on the waiters' nerves and they organized. Two days ago a contest played appeared at the stern of the record holder, and just as the Victoria player got nicely launched into his tune, the blower on the Charlotte started up another jig, and the discord was so awful that the player on the Victoria quit. Success has attended the Charlotte's crew so far, and they further state that they are ready to meet any other demands made upon them.

TWO KILLED IN COLLISION

Nematchee, Wash., June 17.—As a result of a collision between the Great Northern Limited, bound east, and four box cars loaded with wheat, two men were killed and the big passenger engine is almost a complete wreck.

A young man identified by letters as Thomas G. Kinney, was riding on the "blind baggage" when the crash came. He was shot forward and, striking a telegraph pole, fell to his death. Another man, identified by letters as Thomas G. Kinney, was riding on the "blind baggage" when the crash came. He was shot forward and, striking a telegraph pole, fell to his death.

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MUCH BUSINESS AT SOUTH SAANICH BOARD

Councillors Consider and Dispose
of Many Important Matters
Brought Up

At the fortnightly meeting of the South Saanich council subdivision plans fared better than on previous occasions, as the requirements re area of lots and width of streets are becoming generally known.

Mr. Foreman, of Helsterman & Co., presented a plan of the Ker Estate, sec. 13 and 15, after running for about four times it has finally been accepted. This subdivision is, exactly opposite the B. C. Electric Car Co.'s park at the Gorge and the contemplated improvements to the Crawford road and the waterfront by this company will greatly enhance the appearance of this desirable place.

D. B. Forbes, Maywood, wrote asking permission to lay a water pipe along the Carey road, which was granted.

A. Few, on behalf of the Baptist mission, sent an invitation to the council to attend the ceremony of laying the foundation stone of their new church on Saanich road. The invitation was accepted and the reeve delegated to attend in his official capacity.

F. C. Gamble wrote on behalf of the department of public works, confirming the government grant of \$1,200 for improving Sand-hill creek, also that \$2,000 was available to reduce the grade on Tolmie hill and its Boleston road bridge. It is intended to reduce the grade on Tolmie hill from 12 to 7 per cent. The work will be done by the road superintendent and will be directed by the engineer from the works department.

B. W. Blanford, Maywood, asked for the official width of Saanich road near his property and to be provided with street lines. He will be informed that the road is 66 feet wide and the road superintendent will give the lines required.

Swinerton J. Mungrue, representing the Garrow Estate, asked that the fence encroachment on Saanich road be left in abeyance until the return of the reeve.

Councillor Sewell: This question has been before the council for three years and several attempts have been made to bring it to a conclusion, but without result.

I move that Mr. Garrow's agent be given fourteen days to comply with the last notice.

This motion was carried.

E. P. Johnson, for the Telephone Co., wanted the council to confirm in writing the arrangement verbally made with the road superintendent that their poles should be placed twenty feet from the center of the road and 18 feet from the centre of 40 feet wide roads. Received and filed.

James Jackman, Strawberry Vale, road foreman, asked that his wages be increased from \$275 per day to \$300.

Councillor Freeman: Mr. Jackman is a capable man and I move that the request be granted.

An interesting discussion followed, in which the labor situation in the district was fully reviewed. The council agreed that no general advance in wages will be allowed until the estimates are prepared on the old basis and any radical change would prove unsatisfactory, as the work contemplated could not be finished.

The road superintendent explained that as far as he was concerned the increase would only apply to competent foremen and the matter was left to his discretion.

Mr. Roberts submitted a plan of a subdivision of Maplewood road. Several minor changes are needed and he was informed that when the plan was submitted to the council it would be referred to the works department.

J. J. Wilson, Burnside road, and 11 others, petitioned for a sidewalk on Burnside and Tillamook roads. They will be informed that no funds are available for such work at the present time.

A. Lloyd and 11 others asked that a 6-inch water main be laid along Burnside road under the local improvement by-law. The petition was referred to the works department for consideration.

A. R. Wolfenden and 17 others complained that the telephone company was cutting down and removing the shade trees on the roadsides along the line of their poles, asking that the scenic beauty be preserved. Referred to road superintendent.

E. Layritz and 17 others petitioned to have \$100 more spent this year on Carey road. It was found that the vote for this work was already exhausted, so they will be informed that no funds are available this year.

G. E. Elliott informed the council that owing to business pressure he would be unable to act in the capacity of auditor for the year. It was decided to appoint a substitute with Joseph Peirson in regard to this matter.

Mrs. F. G. Quick presented a plan subdividing part of sec. 3, Lake district. It was found to be in order and accepted.

The following five of the council were on ballot appointed to sit as a court of revision next Thursday at 11 a. m. The Reeve, Councillors Kobbs, Grant Sewell and Borden.

The Reeve intimated that a building by-law will be submitted for the council's consideration at the next meeting.

RUSH OF SETTLERS TO CANADIAN WEST

Commissioner of Immigration Es-
timates That 200,000 Will
Come This Year

Calgary, June 18.—Work on the new immigration hall will be commenced almost immediately, the present building being entirely inadequate to provide accommodation for the immigrants running into Calgary. This city now appears to be the objective point of the major portion of those immigrating into the west, and in the minds of land-seekers occupies a position similar to that of Winnipeg ten years ago. Bruce Walker, commissioner of immigration, who is now in the city arranging for the construction of the building, states that at least 200,000 immigrants will settle in the Canadian west this year. Of this number 125,000 will come from the States and 75,000 from Europe.

Retired Captain of British Army Loses
Life in Fire Which Destroys His
Home

San Rafael, Cal., June 18.—F. A. Blake, a retired captain in the British army and brother of the British consul at Hongkong, was burned to death today in a fire that destroyed his home at San Anselmo.

Blake gave the alarm of fire and then re-entered his blazing home. That was the last seen of him alive. He was suffering from heart trouble and it is believed that he fainted and fell into the flames.

STEAMER FERN TO LAY CABLE FROM SIDNEY

Will Afterwards Pick Up and Re-
lay Broken Cable Between
Mayne and Galiano

After the installation of the cable a mile of land wire will be strung across the island. The big extension of the system, as previously detailed in the Times, will be commenced from Campbell river at an early date.

The Fern, after laying the Sidney island cable, will pick up and relay the cable connecting Mayne and Galiano islands, which was broken some time ago in a storm. The cable is now thought that the accident to the cable was caused by a vessel anchoring over it.

A. V. Pouten, of Chemainus, has charge of the work.

WHALING COMPANY BUY NEW STEAMER

William Grant Will Leave for New
Station Next Week and Will
Hunt at Once

The Pacific Whaling Company of this city has purchased a fourth steamer whaler in Norway to operate in conjunction with the William Grant from their new whaling station at Rose Harbor, near the Germania, of the same type as the Orion. She will be brought here at once.

The new whaler William Grant will be given her trials this week and will get away to Rose Harbor some time the beginning of the week if everything goes well. That means that within the next fortnight whale oil will be in commerce from the company's premises on Charlotte Islands.

Several tons of fish were brought into the city from the Findlay, Durham & Brede trip this evening.

At a special meeting of the school board on Friday afternoon it was decided that no work on the new schools. The trustees decided on after considering the case of Moss street school, where Chinese had been employed to do the work, and the omission of a white labor clause from the architect's specifications.

Building permits have been issued to the Victoria Building Company for a two-story brick building on Johnson street to cost \$5,000, the lower floor to be occupied by stores and the upper floor by rooms; to the B. Wilson Company for a packing shed to be erected on the premises of the company on Chatham street; to John P. Merriman for a dwelling on Seaview street, to cost \$1,400, and to Charles Somerville for a dwelling on Shellbourne street, to cost \$400.

James White, a night-watchman, was knocked down and assaulted on Saturday night by a party who came away from Yates street to the rear of the Poodle Dog hotel. The person who attacked him, secured White's watch and his special constable's badge. The robber escaped to Government street and was nowhere in sight by the time White summoned the police. White was about to see that the rear door of the hotel was locked when he was attacked by the thug fell upon him without warning and committed the robbery and assault, and maltreated his victim. The police so far have no clue to the identity of the thief.

The Victoria Cymrodorion Society held its regular monthly meeting on Thursday evening in the Sir William Wallace hall. The society decided to have a Welsh picnic on July 1st similar to the one held last year, which proved to be a great success. The picnic will again be held on Dr. O. M. Jones' grounds, Shoal Bay, and as last year the ladies are asked to bring baskets of sandwiches, cakes, etc., and the gentlemen will bring their own. The society will concentrate their attention and efforts towards making this a great success. At the meeting Thursday last about 45 splendid views of Wales were shown by lantern. A. E. Petch was lecturer and Mr. Court manipulated the lantern, kindly lent by Mr. Ritchie. All present were greatly pleased with the views and enjoyed the evening. In addition there were several enjoyable songs and recitations as follows: Song, J. M. Thomas; recitation, J. Thomas; song, Miss May Jones; recitation, A. E. Petch; song, Miss Thomas; song, A. E. Petch. Dr. Leeder made an efficient accompanist.

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TWO MORE STEAMERS ARRIVE AT NOME

Discharging Cargo Into Barges
as Ice Prevented Approach
to Shore

The steamer Victoria, Capt. O'Brien, of the Alaska Steamship Company, arrived off Nome early last Sunday morning. The steamer, which was carrying cargo for the Alaska Steamship Company, got in at noon on Monday, eleven days out from San Francisco. Neither vessel has been able to get into the Nome roadstead owing to the ice, which is reported to be the worst in years.

The Victoria, according to a dispatch from E. P. Clark, agent of the Alaska Steamship Company, is undamaged, and a report of harm to the Umatilla has been received. It is anticipated that she managed to buck the ice without injury. Last year several of the early fleet were lost in years.

Information regarding the Nome fleet came in yesterday, being delayed in transmission over the cable. The fullest information is that the John J. Seneca Company, from Nome stating that both the port and the roadstead were covered with ice and that the Victoria was discharging into barges which had been forced through small leads out to the ship.

The discharge of the Victoria was expected to be completed tonight.

St. Michael's harbor is reported to be frozen solid and they estimated that the earliest at which they could expect to discharge any cargo at St. Michael would be June 25th. As the bulk of the cargo of both the Victoria and the Umatilla was destined for up-river this will further delay the return of the two steamers.

The arrival of the Umatilla so closely behind the Victoria is regarded as the result of good seamanship by Capt. Riley, as the run up from San Francisco would take at least three days longer than the Victoria's time from Seattle to Nome.

The steamer Senator, Capt. Hannah, of the Pacific Coast Steamship Company, which left Seattle June 5th for Nome, was last reported on Sunday afternoon going through Unalakleet Pass. It is expected that she has arrived before this time.

The remainder of the early fleet out of Seattle, including the John J. Seneca, the Olympia, Olympia, Tampico and St. Helena, all freighters with the exception of the Olympia, which carries second-class passengers in addition to a limited number of first-class, are all now due to be off Nome, but as all of them are chiefly burdened with up-river cargo they may not be able to discharge at St. Michael for some time.

IMMENSE WAREHOUSES ON G. T. P. NEW DOCK

Smaller Buildings Will Be Com-
pleted Before Arrival of the
Prince Rupert

(From Friday's Daily.)

Good progress is being made with the Grand Trunk Pacific wharves and warehouses. The big warehouse on dock A has been completed, but as that dock is not yet all built it will be some time before the warehouse can be completed. There has been serious delay in securing the croquet-plates, which are treated in Seattle. These plates are used for the purpose of defeating the teredo. It is estimated by the engineers in charge of the work that these plates will last for ten years. The larger warehouse will be 33 feet long by 10 feet wide, allowing 12 feet on each side open and a longer space at the end.

The smaller warehouse, which is only 100 feet by 50 feet, is just about completed. A double floor has been laid, and by the time the Prince Rupert arrives in port on Saturday night everything on dock B will be ready.

The choir, under the direction of F. Waddington, sang the anthems, "Lift Up Your Heads," by Handel, and "Lead Kindly Light," by Stainer, and acquitted themselves remarkably well. The solo part in the last-named hymn was taken by Mrs. Parsons and was very effective. Miss Jessie McKilligan was heard in the two solos, "O Divine Redeemer," by Gounod, and "O Jesu Saviour," by Mendelssohn, and had it not been for the request on the printed programme for the audience to applaud, she would have undoubtedly received an encore for each selection.

From a musical standpoint the evening was very successful and while no doubt the committee of management would like to have seen a larger audience, the financial returns were gratifying. The congregation is to be heartily congratulated upon their enterprise in securing so splendid an entertainment to lead the musical services of the church.

The following is the technical description of the organ:

Compass of Manuals C.C.C. to C. 61 Keys
Compass of Pedals C.C.C. to C. 30 Keys
Great Organ.

1 Open Diapason 8 65
2 Melodia 8 65
3 Dulciana 8 65
4 Octave 4 65
5 Harmonic Flute 4 65
6 Fifteenth 2 61
7 Trumpet 2 65

8 Bourdon 16 61
9 Open Diapason 8 61
10 Stopped Diapason 8 61
11 Aedine 8 61
12 Viola di Gamba 8 61
13 Vox celeste 8 61
14 Harmonic Flute 4 61
15 Piccolo 2 61
16 Piccolo 2 61
17 Cornet 8 61
18 Oboe and Bassoon 8 61

Pedal Organ.

19 Open Diapason 16 30
20 Bourdon 16 30
21 Gedackt (from No. 8) 16 30
22 Stopped Diapason (from No. 20) 8 30

Couplers and Accessories.

23 Swell to Great Unison.

24 Swell Sub to Great.

25 Swell Super to Great.

26 Swell at Octaves.

27 Great at Octaves.

28 Great to Pedal.

29 Swell to Pedal.

30 Tremulant.

31 Bellows Signal.

Pedal Movements.

Three combination pedals to Great.

Four combination pedals to Swell.

One reversible Great to Pedal.

One balanced Swell to Pedal.

One balanced Crescendo Pedal to act on all stops and couplers.

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BIG FLEET COMING FOR YACHT RACES

Vancouver Will Send Twenty-
Five Sail and Power Boats
to Victoria in July

Vancouver, B. C., June 17.—A fleet of at least 25 oil and power yachts, comprising the pick of the Royal Vancouver Yacht Club's fleet, will go down to Victoria for the big regatta of the North West International Yacht Racing Association, which commences in the capital on July 4th. Arrangements for the participation in the event by the local yachtsmen were made at a special meeting of the Royal Vancouver Yacht Club last evening.

This year the yachts will go down to the capital as a squadron, making the trip entirely under their own sail or power.

According to the tentative arrangements made at last night's meeting, the local fleet will start at 6:30 a. m. on Friday, July 1st, as the tide will serve at that hour. The fleet expects to get to Porcher Pass that evening and anchor at Montague Harbor for the night, afterwards going on down to Victoria by the inside passage the next day.

The R. V. Y. C. will donate a \$50 cup as a first prize for one of the classes in the international long distance power boat race, which will be held in connection with the coming regatta at Victoria. The racers will make Vancouver one of the turning points in the 240-mile contest.

CENTENNIAL ORGAN A FINE INSTRUMENT

Opened by a Public Recital, Ed-
ward Parsons Being the
Organist

The new pipe organ of the Centennial Methodist church, Gorge road, was successfully opened by a public recital given on Thursday evening last by Edward Parsons, assisted by the choir of the church and Miss Jessie McKilligan. There was a large attendance and the recital was greatly enjoyed.

The first thing the lay mind notices in the handsome appearance of the organ, without undue elaboration the exterior is a "thing of beauty" and adds wonderfully to the appearance of the auditorium. The choir platform is suitably arranged, the console of the organ being so placed that the organist can see every member of the choir. In front of the choir and behind the preacher's rostrum is a handsome brass rail, which supports the beautiful curtain. The whole effect upon the eye is exceedingly pleasing.

But when the first notes of the organ were sounded the pleasure of sight was changed for the pleasure of sound, for the organ, which was built by Casavant Bros. of St. Hyacinthe, Que., more than sustains the reputation which this firm have justly achieved for beauty and fullness of tone. Every number which Mr. Parsons played was calculated to show the quality of the instrument to good advantage, and from the loudest and deepest bass to the highest and softest soprano note there was not a fault to be found with the organ. The ordinary listener longed for more of the low, sweet tones of the highest notes, as when these were sounded they were exceedingly pleasing to the ear. The organ was also heard to advantage in the accompaniments to the choir selections and the solos.

The choir, under the direction of F. Waddington, sang the anthems, "Lift Up Your Heads," by Handel, and "Lead Kindly Light," by Stainer, and acquitted themselves remarkably well. The solo part in the last-named hymn was taken by Mrs. Parsons and was very effective. Miss Jessie McKilligan was heard in the two solos, "O Divine Redeemer," by Gounod, and "O Jesu Saviour," by Mendelssohn, and had it not been for the request on the printed programme for the audience to applaud, she would have undoubtedly received an encore for each selection.

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