"ON THE CARPET" BEFORE THE MAYOR

Proprietor of Tourist Cafe Has Interview With Licensing Commissioners

LIVELY TILT WITH HIS WORSHIP

F. Higgins Strenuously Objects to Alleged Endeavor to Try Man on Charge Disposed Of

A special meeting of the licensing commissioners was held on Monday afternoon, when W. R. Jackson of the Tourist Cafe was present in answer to a summons to attend. He was represented by F. Higgins.

In opening the proceedings, His Worship pointed out that the meeting had been called on the strength of a report from the chief of police regarding gambling. Continuing, he said that the only reason why the licensee had been dismissed by the police magistrate was because the witnesses were not forthcoming. He requested Mr. Jackson to take the witness stand, and in so doing told him that the commissioners did not intend to grant a licence to a person "with a bad memory."

Mr. Higgins Objects

Mr. Higgins, for the defence, objected to the witness taking the stand, and asked to see a copy of the complaint, and then pointed out that it was necessary for the commission to proceed under Section 202, stating that a witness could refuse to answer any question that might leave him open to criminal proceedings.

His Worship—It will be better, Mr. Higgins, if you will allow the commissioners to proceed; otherwise, I will have to order you out of court.

Mr. Higgins, in reply, said that as counsel for Mr. Jackson he refused to allow him to go on the witness stand.

Chief Langley was then sworn and proceeded to give his evidence, stating that he had been called into the mayor's office and had met a man named Smith, who complained that he had lost some money.

"Hearsay Evidence"

Mr. Higgins here called attention to the fact that the witness was giving hearsay evidence, which had already been ruled out by the magistrate. He wished to know if the commission was sitting as a court of appeal on Magistrate Hall's decision.

His Worship—You can stand and quote law all afternoon, but it will not affect the commission.

Mr. Higgins—I realize the fact that I cannot convince you, but I also realize the fact that there are two other commissioners who are willing to see that the law is carried out as it should be.

His Worship—We do not intend to conduct this commission on a technicality.

Mr. Higgins—I do not want you to conduct on a technicality. All I want is to have you do your duty.

Mr. Higgins had his objections noted, and Chief Langley again began to give evidence, in which he explained that the man Smith had complained that he had lost $350 in a game of stud poker. He then took Smith to Mr. Mann and had a warrant issued; and the following day had a search warrant issued. He was instructed by Mayor Morley that he should not seize anything in the place, but only note what was there. During his examination of the saloon he saw two tables, some poker chips and cards.

Questioned by Davey

In answer to Commissioner Davey he explained where the tables were situated and that the chips were placed behind the bar.

In answer to His Worship, witness said that he understood that the chips could be bought.

Mr. Higgins then began to examine the witness, when His Worship said he was not sure if it was allowable.

Mr. Higgins—Then I will ask him through you.

His Worship—And I will tell you if you can ask the questions or not.

Mr. Higgins then took occasion to point out that a person could not be tried twice for the same offence.

His Worship stated that Jackson had never been tried and was not being tried by the commission. The case in the police court was only a preliminary hearing.

The chief of police stated that a trial had taken place in response to the warrants that had been issued.

Chief Contradicts Mayor

His Worship—There has been no trial.

Chief Langley—There has been a trial.

Mr. Higgins then proceeded to examine Chief Langley regarding the evidence given at the trial in the police court.

The witness, in reply to Mr. Higgins, stated that some of the evidence had been ruled out by the police magistrate.

Mr. Higgins then questioned the witness about the man Smith who laid the complaint. The witness replied that he knew nothing about him.

Mr. Higgins—Did you know that he lived with a woman from Chatham street?

Witness—I knew nothing about him.

Mr. Higgins—Did he ask you to assist him to get his money back?

Chief Langley appealed to the Mayor if he had to answer the question, and was told to answer it, and in doing so said: "Yes, he asked to get his money back, and I told him I would not be a party to any such arrangement."

Mr. Jackson was again requested by the Mayor to take the stand, and Mr. Higgins instructed him not to do so.

Matter of an Agreement

Commissioner Davey then asked Mr. Jackson if the agreement that had been executed by him had been kept.

Mr. Higgins then began to reply to Commissioner Davey, when His Worship informed him that any remarks would be addressed to the chair.

Mr. Higgins—Well, I think that is rather hard on the commissioners. Even in the supreme court yu are allowed to reply to one of the judges.

His Worship said it would be better if Mr. Jackson took the stand, stating that the commission would be fair to him.

Mr. Higgins—That is just where the commission is not fair, as Mr. Jackson has already been prosecuted and discharged; and it is impossible to try a person twice on the same charge.

Jackson Is Examined

Mr. Jackson then consented to answer any fair questions.

His Worship asked him if he had cut a hole through the brick wall since he had secured a licence.

Witness—Yes; I did that to take out the dirt and refuse.

His Worship—The landlord knew nothing about it.

Witness—He had no objection to it.

His Worship—Were you on the premises when the alleged gambling took place?

Witness—"I was not." Continuing, he explained that he had been out automobiling with a party of friends, and had returned home after seeing them on the Seattle boat.

His Worship—Does your bartender sell chips over the bar?

Mr. Higgins instructed the witness not to answer.

His Worship said that if the licence was to continue in force the evasiveness which the witnesses at the previous hearing had displayed and the refusal of the witness would have to be discontinued.

That Back Door

His Worship—If the licence is allowed to continue will you agree to do away with the curtained partitions and close up the back door?

Mr. Jackson replied that the landlord did not object to it.

His Worship pointed out that the reason why the commissioners were so strict with the Tourist Cafe was because the licence had been transferred from the notorious resort known as the Savoy, with which Mr. Jackson had been connected; and a certain number of those who had frequented the Savoy were now to be found around the Tourist Cafe.

Mr. Higgins, for his client, said he would agree to close up the back door whenever saloons were made to do the same. In doing so he characterized as unfair the manner in which his client was being driven from pillar to post. It was persecution, not prosecution. He could not see why one licence holder was told to close his back door while all the others remained open.

His Worship—I am introducing a by-law to close all the back doors.

Mr. Higgins—It is not passed yet.

An adjournment was then taken till Tuesday in order to give Mr. Jackson further time to consider the question with his counsel.

PREFECTS OF FRANCE RESUME THEIR WORK

Enter Churches in Several Different Places Without Serious Resistance

Paris, Nov. 19.—The taking of the inventories of the 3,500 churches which were not entered last spring owing to resistance and disorders, was begun simultaneously throughout France today. Troops were everywhere held in readiness to support the prefects, it being the intention of the government not to hesitate before resistance, but no repetition of disorders upon the scale of those of last spring are anticipated, although considerable trouble is feared, especially in the departments of Aveyron, Vendee and Finistre. The first resistance reported was at Villelongue de Langue, in the western Pyrenees. The clericals there, after carrying away the sacred emblems, barricaded and locked themselves in the church. The inventory of the church of St. Augustine was taken today without a repetition of the violent demonstrations of last spring, when this church was occupied and held by a determined body of parishioners. Several priests and the churchwarden assisted the government commissioners in the operation today. The doors of the edifice were barred and a party of twenty persons who were attending a baptism were turned out. The clergymen conducting the ceremony protested against the commissioners and refused to hand over the books. The officials then burst open the safe, secured the registers and other documents, completed their inventory and retired. They met with no resistance. St. Augustine's is the last church in Paris in which an inventory will have to be made.

Reports from other parts of the country show that few inventories were taken today and there was no serious trouble. Most of the day was taken up with military and civil preparations for the prevention of disturbances.

DECLARES DIVIDEND OF SHILLING A SHARE

Le Roi Company Holds Meeting and Is Presented With Rosy Outlook

Rossland, B. C., Nov. 19.—A cablegram received today from London states that at a meeting of the Le Roi Mining company, held there, a dividend of two shillings a share was declared. The report of J. McMillan, managing director, was read and it gave a most favorable account of the condition of the mine. The present dividend is for $100,000, and this, added to what has already been paid, $1,377,000, gives the grand total of $1,477,000.

The condition of the mine, with the discoveries west of the Josie dyke which makes the Le Roi practically a new mine and with the important discoveries of ore in the old workings, is most favorable. There is more ore in mine than ever in its history. Already its gross yield has been $18,000,000 and the probabilities are that in the next ten years it will yield twice that amount.

THE MINING OUTLOOK.

The prices of the metals are higher than for many years, and people are now talking about 30 and 40 cent copper and 80 cent silver. The mining outlook was never brighter in the Kootenays and Yale than at present, and as there is not a single cloud on the horizon indicative of trouble, there is not likely to be any perhaps for years to come. It is a pleasant outlook with peace and prosperity prevailing and likely to prevail for a long time to come.—Rossland Miner.

A GOOD RECORD.

It is doubtful whether any other riding in the province can render as good an account of the expenditure on roads during any parliamentary term for the amount expended, as that shown in the Similkameen riding in the term that is nearing its close. Many important sections that were absolutely without communication by wagon or other vehicle, during lengthened periods in each year, are now provided with transportation facilities, and the general condition of existing roads very much improved. The road mileage of the riding is very large and the wonder is that the appropriations, large as they may seem to other ridings that were not given nearly so much, have been able to accomplish what they have done.—Hedley Gazette.

MINING PROGRESS IN BUSY YUKON

Third Aerial Tramway Being Constructed at the Windy Arm Copper Mines

BREWER BUYING ORES FOR TYEE

Guggenheims Sought to Purchase the Mines of Captain Irving, But They Were Not For Sale

Steamer Princess Beatrice, which returned Monday from Skagway brought news of further improvements in the rich copper mining district at Windy arm in the southern Yukon. Col. J. H. Conrad, who is interested with Wm. McKenzie & Mann, in exploiting this district, had returned with material for another aerial tramway, the third to be purchased by his company. This tramway will be constructed to the Vault mine, situate far up on the mountain near Conrad and will carry the ore from this mine to a wharf on the lake thousands of feet below where the ore will be loaded on steamers for shipment. The framework for the new tramway had been erected before the Princess Beatrice left Skagway and the material was expected shortly for the cable and buckets. It was expected they would be ready for operation a week from date.

W. M. Brewer, the well known ore buyer for the Tyee Smelting company of Ladysmith was in this district shortly before the Princess Beatrice left Skagway arranging with the owners of several dumps of copper ore to ship the same to the Tyee smelter on Vancouver Island. About 100 tons of ore from the Carlisle mine has already been shipped by Byron White, and it is expected shipping will commence from the Pueblo as soon as snow allows of sleighing and will continue all winter. There is upwards of 1,000 tons on the dump ready for shipment. It is probable, also, that ore will be shipped from the Copper King and the Copper mine this winter. There is 400 tons of ore on the dump at the Copper King.

There is a bright outlook for mining in this district. At least five, possibly double that number of copper mines will be worked next season. Cheap rates have been procured from the railway and steamers for the shipment of ore, and those interested in the development of the southern Yukon mines are very hopeful.

Northern newspapers report the Guggenheims are seeking to purchase the Arctic Chief and Best Chance mines in which Capt. John Irving of this city is interested largely. The Yukon World of recent date says:

"George Black is of the opinion the Guggenheims will have to pay a pretty steep price if they get hold of the Whitehorse copper properties, even if they succeed at all. While Mr. Black was at the Rapids City last week he visited the Pueblo and Arctic Chief and from the amount of ore in sight and on the dump he believes the owners of the property are justified in assuming an independent air.

"Capt. John Irving, owner of the Arctic Chief," said Mr. Black, "told me that he had told the representatives of the big mining corporation that his property was not for sale. Byron White, lessee of the Pueblo under a working bond, made the same answer, so it would appear neither is at all anxious to sell.

Guggenheim's Agents

"Messrs. Perry and Newsome were at Whitehorse nearly a week, spending nearly all their time at the two mines mentioned and taking a very large number of samples from across the ledge at each of the several levels now opened up. They trusted to no one to secure the samples, but did the work themselves, sacking the ore and guarding it as jealously as though the bags contained gold bricks instead of copper specimens.

"The road from Whitehorse to the Pueblo, built by the government has been completed and Mr. White is preparing to begin immediate shipment of ore to the smelter, a special rate having been given him by the White Pass. He has a tremendous dump of ore out, the bulk of it sacked and sorted, ready for the cars.

"It is claimed the Pueblo is now sufficiently opened up so as to disclose over 300,000 tons of ore in sight, ready for stopping. The Arctic Chief will also be a shipper within a very short time, and like the Pueblo, has a miniature mountain of ore and ready for treatment."

MEN'S GORGEOUS ATTIRE.

No Color Too Vivid and No Color Too Pronounced for London Fashionables

If the windows of the West End outfitters are any real criterion as to the autumn fashions the mere man is going to revel in gorgeous colors. A feminine critic who took stock yesterday of the new fashions in masculine wear discovered that no color is deemed too vivid and no check too pronounced for the West End exotic who aspires to live up to the shop standard for the coming season.

For the last half dozen autumns the pendulum of masculine fashion has swung between brown and green for the lounge suit. This season it is the turn of green. Brown is still in evidence, ranging in color from the bright tobacco brown to a deep chocolate, but a rich shade of green is the very newest of autumnal colorings. One famous Piccadilly establishment which caters for the man about town came out yesterday in the full glory of a window given up to green felt hats.

It is in the color of the necktie and the new knitted motor scarf that the brilliant hues most manifest themselves, and here, again, every tone of green, from the most delicate Nile to the rich deep shade of meadow grass, tempt purchasers. Ties in old rose, shrimp pink, the aesthetic fraise, flame red and even tomato blends were to be seen in the Burlington arcade.

Cinnamon is another of the new autumnal colorings, and old gold of peculiar intensity is recommended as the dernier cri. Daring shot effects are striven after, purple and blue, scarlet and green and champagne and pink being among the more sedate. The most striking design in ties was a green and gold check, the check being one and a half inches square. Art shades are still in high favor.

As many as half a dozen colors are introduced in the new silk motor scarves, which are also intended for evening wear. Alternate stripes of green and pink and mauve and blue on a cream ground is one of the newest color combinations.

Braces are correspondingly magnificent, and almost every color known is used for the up-to-date sock. Royal blues, grass greens, and purples are to be seen side by side with charming pale blue and white stripes, captivating shrimp pinks and the lightest of mauves.

Last season the handkerchief with a colored hemstitched border was in vogue. The new season's handkerchief has a striped border in the design, of which from three to four colors are introduced. Pale blue, pink and lemon yellow is a successful mix.

There are one or two novelties in waistcoats, all in the direction of great elaboration. The silk moire evening waistcoat, which is made in both black and white silk, is making a bid for popular favor, and the day vest of poplin—emerald green the smartest color—is declared on the authority of a leading outfitter to have a decided future before it. In dressing gowns a cheerful looking garment of royal blue silk, quilted and faced with scarlet satin lapels and cuffs, is among the latest.

Most important fashion note of all—the autumn overcoat must fit closely at the waist of its wearer.—London Tribune.

HILL GETS CONTROL OF THE BURLINGTON

With Great Northern He Will Merge It Into One Vast System

Omaha, Neb., Nov. 19.—The Bee today says: "Within one week the the equity which the Northern Pacific now holds in the Burlington will pass into the hands of the Great Northern, and within fifteen days the Burlington and Great Northern will be merged into one vast system, with James J. Hill in control. This statement was made to a reporter for the Bee today by a man closely connected with the official department of the Hill roads, who has just returned from Chicago, where the intricate operations of this gigantic transaction are now being perfected."

MAY CANCEL LICENCES.

Inspector Cunningham submitted to the Province at Vancouver, Saturday, two samples of trees badly infected with San Jose scale. These trees had just arrived from an Oregon nursery, which is certified by American inspectors to be absolutely free from pests and diseases. The trees in question are literally covered with masses of scale in all stages of development. There would seem to be enough of tem to infect the whole country.

As the company from which this infected stock was sold and shipped is doing business unde ra provincial licence and guarantee bond, it will be required to show cause why the licence should ondheacsatch ch ta why the license should not be cancelled, as one of the express stipulations of the licence is that the licencee shall not ship infected or diseased nursery stock into this province.

The time has come when all parties doing business in nursery stock in British Columbia will be compelled to live up to their contracts, says the Inspector.

H. B. CO'S. LAND MAY GO ON THE MARKET

Local Manager's Visit to London May Result in Such Decision

There is a prospect that real estate activity in Victoria will be given a stimulus such has never before been experienced, in the course of a few months. The placing upon the market of thousands of acres of the finest property in the vicinity would have such an effect. That such an event will take place is not at all improbable. James Thomson, manager of the Hudson Bay company will leave for the Old Country in the course of a few days. His trip has been arranged primarily for the purpose of allowing him an opportunity to visit relatives and friends. While away, however, Mr. Thomson, doubtless, will meet the directors of his company. If the reports which have been received from authoritative sources may be depended upon, he will likely take advantage of the opportunity to place before them an outline of the conditions prevailing in Western Canada and recommend that the present is an auspicious time to dispose of the lands which are held by the Hudson Bay company upon Vancouver Island, especially those in the neighborhood of the capital of the province.

An effort was made yesterday by a representative of the Colonist to obtain a full list of the properties in the possession of that pioneer organization near this city. Those having the desired information refused to divulge it for publication on the ground that the present was an inopportune time. When the directors of the company had decided to put it up for sale it would be soon enough to make public such information. But it is known that the amount of land held by the Hudson Bay company in and around the community totals well up into the thousands of acres.

"Going up!" Cried Coal.

"Going down!" Cried Ice.

The cars suddenly stopped, and a dead man was discovered wedged between them. He was a consumer.—St. Louis Post-Dispatch.

A. A. Arthur's Close Call.—A. A. Arthur, a New York capitalist, who was recently in Victoria in company with M. J. Carrigan, promotor of the Los Angeles railroad, had a narrow escape from drowning at Lake Crescent a few days ago. The Port Angeles Leader says the party was crossing the lake in as rough water as is ever seen on Crescent. When rounding the point, near the Narrows, the leading boat, in which were Messrs. Chambers and Arthur, began to fill, in a moment being down to a level with the water. Mr. Chambers' quick action in grabbing the rope and striking out to tow the boat was all that saved the day for Mr. Arthur, who, being a heavy man, would doubtless have been unable to swim ashore in the cold water and strong surf then running.

PACKERS DIVIDE.

Vancouver, Nov. 19.—The British Columbia Packers' Association today declared a dividend of 7 per cent on $1,250,000 worth of stock; $87,500 will be distributed, $10,000 in Vancouver.

NO GREATER EVIL.

What greater misfortune can befall a community than total loss of public respect for its national council and its government.—Greenwood Ledge.

Agreed.

"There is no use denying," said the man with the high brow, "that this race problem is a serious affair. Now, down south—

"Dat's straight talk, fur fair," put in the man with the loud clothes, "no matter wa't system o' betting you foller, yer bound ter git t'rowed down some time."—Philadelpia Press.

LATEST ADVICES FROM THE NORTH

Capt. Williams of Burned Steamer Columbian Arrives on Princess Beatrice

LONE MARINER'S MISFORTUNES

Holds to Upturned Boat on Lake Lebarge for Three Days—Two Drowned in Wrangel Narrows

Steamer Princess Beatrice, Capt. Hughes, of the C. P. R. S.S. Co., reached port Monday from Skagway and Northern British Columbia ports. On her northward trip the steamer took 45,000 feet of lumber from Chemainus for the new Grand Trunk Pacific hotel at Prince Rupert, Kaien Island, and southbound she had 86 passengers, of whom 45 were from Skagway and Yukon points. Among the number was Capt. Williams, master of the river steamer Columbian, which was burned near Tantalus, on the Yukon, after an explosion caused by the discharge of a rifle in the hands of a deckhand. Capt. Williams was at the wheel, and remained at his post until he had run the steamer into the river bank. Some of the crew were almost instantly killed, while others, who were frightfully burned, ran up and down the river bank in awful pain, three afterward succumbing when taken to Whitehorse for treatment. Five lives were lost in all.

On the northbound trip a stowaway, believed to be a hackman, named Dixon, belonging to Victoria, was lost overboard between Victoria and Chemainus, and with the return of the steamer further particulars were learned regarding the tragedy. It seems that the man went on board, intoxicated, when the steamer was at this port, and was found lying beneath a table in the crew's messroom. He was found by one of the stewards, and Chief Engineer Wallace was asked to have a look at him to ascertain if he belonged to the fireroom. He was not recognized as a member of the crew, and the steward dragged him out. He was then standing by the stokeroom case to warm himself, and remained there for some time. About breakfast time the steward went in search of the man to ascertain if he had had breakfast, and he could not be found. No one had seen him go overboard, but he was believed to have drowned himself. He spoke of being a hackman in Victoria, and of domestic trouble, saying it was no use of his returning to Victoria. A thorough search was made of the vessel, but no trace was found of him.

An arrival from Prince Rupert says the population of the Kaien Island town shows a strong preponderance of United States citizens. This was brought out strongly on November 12 at a gathering held for the distribution of prizes won at a regatta held that afternoon. At the close of the proceedings one of the engineers made a short speech, and concluded by suggesting that the meeting be closed with the singing of "God Save the King." Silence greeted this suggestion, and after a moment or two, someone shouted: "Oh, we don't know that!" Another said: "What's the matter with Roosevelt?" Afterward, when a number had left, the Britishers present sang the National Anthem. The same passenger who stated these things is authority for the statement that a bundle of naturalization papers have been sent to Prince Rupert.

The Princess Beatrice brought news from Skagway of the hard luck of a lone mariner of Lake LeBarge. A. Mattson, a Norseman, was picked up by the steamer Bonanza King after drifting three days on the bottom of an upturned boat in the chilly waters of Lake LeBarge. He had been endeavoring to make a voyage to Circle City as a lone mariner. Six weeks ago while crossing Lake LeBarge, he encountered a storm which upset his craft. His coat, which contained his money, was lying in the bottom of the boat, and was lost. With bulldog tenacity Mattson clung to the upturned boat, and was in a bad state owing to the cold and exposure when picked up by the river steamer.

From Ketchikan the steamer brought news of the drowning of two fishermen, a whiteman and a Japanese, names unknown, on Nov. 11. The two men were in Wrangel Narrows when their small boat was upset while they were engaged in fishing. Both were drowned, the derelict fishing boat being picked up, upside down, by other fishermen, who reported the tragedy at Ketchikan. Neither of the bodies was recovered.

MILL MAN ESTIMATES THE WORTH OF HINDUS

Employs 120 of Them and Would Rather Have 60 White Workmen

"We have 120 Hindus employed at our mills, and after a careful estimate of their worth as laborers, I am confident we could get as much work, more satisfactorily done, out of 60 good white men." So said Lester W. David, managing director of the Fraser River Mills of New Westminster, who was in Victoria Monday, a guest at the Driard.

"At the same time," continued Mr. David, "I do not know what we mill men on the Fraser River would do at the present time if it were not for the Hindu. We have paid, and are still prepared to pay, $2.50 a day and up, to white men for common labor, but many that we had would not stay more than a few days, and others are hard to find. We have Hindus on our payroll at $1.30 a day, and some of them are barely worth that amount. There are others in our employ who are better paid, but we would not have them at any price if there was a sufficient supply of white labor at wages that would make it possible for us to operate with profit."

Mr. David is one of the most successful lumber manufacturers on the Pacific Coast, being also interested in large concerns in the state of Washington. In New Westminster he is regarded as the man who gave the impetus to the present activity in the lumber business on the Fraser. It was he who demonstrated, at his own risk, that vessels of deep draft could be piloted up the river and taken out again lumber-laden to their full capacity. He selected the old Ross-McLaren mill, which had been constructed in the early days but never operated, completed a purchase, installed the most modern machinery and made arrangements for deep-sea vessels to call for the output as soon as the saws commenced to buzz. He was encouraged by the city of New Westminster, the council and the board of trade cooperating to provide, among other necessities, a resident pilot, guaranteeing the required salary in case there was not sufficient business offering to make the post profitable. Captain Rodgers, one of the best known pilots on the British Columbia coast, was engaged. Of the many ships he has handled since the opening of the mills last spring, not one of them, inbound or outbound, has ever known that there was bottom to the river, and some of them have been 27 feet down in the water on the outward trip. Of course, there is always some danger at the Annieville Bar, but on this the government dredge King Edward has done a lot of work recently and it is expected that this menace to river navigation will soon be removed altogether.

Until the first big ship was brought up to be loaded at the Fraser River mills, there had not been any freighters of very deep draft at New Westminster for about fifteen years. There were many people in the Royal City who held to the belief that the river, with its difficulties, could be navigated by a competent pilot, but their optimism failed to convince outsiders, and it was not till Mr. David proved the feasibility of the route that New Westminster began to attract the attention of manufacturers that it enjoys today. When all the contemplated improvements of the river are accomplished, Mr. David believes, the Royal City will become a most important shipping port.

IS ATTRIBUTED TO ERROR OF JUDGMENT

Finding of Court of Enquiry Into Accident to Princess Victoria

The board of inquiry consisting of Capt. J. Gaudin, local agent of marine, Capts. J. G. Cox and J. Gosse, Monday presented its finding with regard to the stranding of the steamer Princess Victoria on Lewis reef on October 16th last and recommended that a small light be established on Lewis reef. On Monday, the 12th, the evidence of Capt. Hickey, Pilot Gunns, Thos. Hunter, lookout, F. Langford, quartermaster and Robert Moffat, engineer in charge, was heard, and the board found the steamer was well equipped in every particular for the safe navigation of the channels through which she had to pass.

The report says: "Proper care appears to have been exercised in the navigation of the ship, Capt. Hickey was on the bridge at the time of leaving the dock and continued in charge till after passing the first Narrows into English bay; he was then relieved by Pilot Gunns, who also acts in the capacity of first officer. Mr. Gunns continued in charge passing through the usual channels navigated by coasting vessels of the 'Princess Victoria's' class, viz: through Active Pass and the inner channels leading from the Gulf of Georgia to the Straits of Juan de Fucs. On approaching the more intricate navigation, Captain Hickey assumed charge of the bridge, both the officers were attending to the navigation of the vessel. It is also in evidence that a proper lookout was kept.

"3. A brisk southeast wind and squally weather was experienced on the way down, on approaching Cadboro Point, locally named Ten Mile Point, the wind shifted to the southwest with occasional squalls. Although it is in evidence that the night was very dark, yet lights were visible to the full extent of their range. The light on Fiddle reef was distinctly made out and was at no time eclipsed by the rain squalls after it had first been sighted as soon as it opened out from Cadboro Point. There was no difficulty in taking Baynes' channel which is invariably used by all coasting, as well as occasionally by ocean going steamers.

"4. After carefully considering the evidence given before the commission, find that after passing Cadboro Point, a proper course was shaped to pass between Lewis and Fiddle reefs. Captain Hickey observed that the ebb tide was setting the vessel to the southward he then changed the course half a point over to the westward, from S. by W., ½W. to S. S. W. in order to counteract the influence of the tide; he also consulted the pilot, who, after observation, replied they were in the fairway, or in a good position. When shortly afterwards Lewis reef beacon was made almost ahead, slightly on the starboard side, the engines were immediately reversed full speed, and every precaution was taken to prevent the unavoidable stranding of the vessel. This casualty must be attributed to error of judgment of the master in underestimating the set of the tide and his distance from Fiddle Reef light. Furthermore it is not in evidence that this casualty was caused by want of attention to the navigation of the ship by either the master or the chief officer, the court is therefore not warranted in recommending that the certificates of these officers be dealt with.

"5. It is recommended that owing to the large amount of traffic passing through Baynes channel, that a small light be established on Lewis beacon to prevent the recurrence of such accidents as the stranding of the 'Princess Victoria.'"

JOHN G. COX,
J. GOSSE, Assessors.

JAS. GAUDIN, Commissioner.

CAPE BEALE LIGHT.

Rebuilding of Tower Has Been Completed and Light Resumed.

Notice is given by the Department of Marine that the rebuilding of Cape Beale lighthouse tower has been completed, and the permanent light was reexhibited from the new tower on the 7th October, 1906, the temporary light discontinued, and the mast removed.

The tower is similar in size and color to the old one and stands on the old foundation. The old illuminating apparatus is in use, showing a revolving white light every 30 seconds, with a red sector showing over the dangers in Barkley Sound, between the bearings of E. and S. S. E.

It is intended in 1907 to replace the present light by a modern quick flashing light.

SHAWMUT IN PORT FROM THE ORIENT

Boston Co's. Steamer Brought Some Notable Passengers From Far East

LIFEBOAT STILL WITHOUT CREW

New Arrangement for Recompense of Life-Savers—Thrilling Experiences on Emma Claudina

Steamer Shawmut of the Boston Steamship company, Capt. Roberts, reached port Monday morning from Manila and the ports of the Orient, having a good passage from Yokohama. The big steamer escaped the recent storms. She landed about 200 tons of freight and proceeded to Tacoma yesterday afternoon. The Shawmut brought 52 saloon passengers, among them Dean C. Worcester, a member of the United States Philippines' commission, both of the "days of the empire" when the fighting was on and that of the present; Lieut. Commander F. W. Coffin, U. S. N., formerly in command of the U. S. ship Monadnock, bound to Mare island, being invalided from Cavite on account of illness, and who had the unique experience of reading his obituary notice when in hospital at Yokohama; Moritz Thomsen, the well known Seattle flour-miller, at the head of the Centennial mills, who, in company with his wife and family, has been investigating the conditions regarding the flour trade in the Orient; Capt. Wright, formerly of the steamer Hyades, and wife, from Kobe. Several missionaries and a number of the wives and families of United States army officers were also among the arrivals.

Hon. Dean C. Worcester, who has been connected for many years with the Philippines commission, said the Filipinos were when he left the islands much excited over the prospective elections to be held in the spring when, for the first time, the Filipino will be given a direct voice in the government of the islands under the United States officers of the government board, who will then assume functions similar to the United States senate, while the delegates elected by the natives will be in effect the congressmen. Never having had any politics, for obvious reasons, the Filipinos are establishing many new parties, and each party establishes its newspaper, the situation being more or less mixed. The new governor general, Smith, was inaugurated shortly before he left, and he is a popular official. An era of good feeling is dawning, Mr. Worcester believes. Although there have been occasional local outbreaks in Leyte and Mindanao there is no further insurrection, the troubles being mostly the result of the policing of the islands and then putting down of cattle-rustling. Formerly there was considerable of this, and the United States officials are putting an end to it. Epidemics of rinderpest some years ago considerably lessened the draught animals and native societies existed for stealing and disguising caraboo, the principal draught animal, and the United States police are putting this down with firm hand. But these movements cannot in any sense be called war, and there is no more war.

Lieut. Commander Coffin, has been in command of various United States warships east of Suez for over twenty years, and is now returning home because of illness occasioned by wounds and other causes. He was involved recently in some of the close-fighting in the southern Philippines and received some bolo cuts from which he is recovering. He was recently in charge of the naval station at Cavite and went to Japan in August to enter the United States marine hospital there. While at Yokohama, Manila papers reported him dead and copies containing his obituary were sent to him. Moreover his death was officially reported to the United States government and he lost a command in consequence.

Lieut. Commander Coffin was in charge of the work of protecting the Shameen, the foreign settlement at Canton, during the troublous days of the boycott riots there, and made a daily patrol in a small launch about the small canalway that bounds the settlement for three months without interruption. One day, the late Admiral Train arrived to inspect the fleet and settlement, and Lt. Commander Coffin told him all was quiet. However, when Rear Admiral Train was voyaging by launch in the canal a brick thrown from shore passed within six inches of the rear admiral's head. The naval officer was very cool about it.

"I say, Coffin," he said, "does this happen daily, or is it unusual."

A few days afterward the officers were dining with Viceroy Shum at the Yamen, he having sent chairs and escorts with waving banners to bring them to the official residence, and then the viceroy apologized for the incident. He said he would have gone on board the Monadnock to do so, but was afraid the people might kill him if he ventured outside his yamen. He is a much-hated man because of the manner in which he "squeezes" the people.

Lt. Commander Coffin was at Tientsin during the Boxer rebellion, and in charge of a United States vessel during the French war with China.

CHARGED WITH SMUGGLING.

Captain of Lyra Alleged to Have Run Contraband on Large Scale.

Capt. Geo. V. Williams, who recently resigned command of the steamer Lyra, after being arrested on the inward voyage, has been charged with smuggling, and the alleged offence is being investigated by the United States grand jury, now sitting at Seattle. A Seattle despatch says: "Williams is accused of smuggling on a larger scale than was ever before attempted in this locality, his alleged methods being to undervalue the invoice of silk and opium comprising his vessel's cargo, and then dispose of them in Seattle and Tacoma at their real price.

"This would involve the complicity of certain Japanese customs officials and several confederates on this city. Williams has been on the Oriental run for five years."

REVISION EXPEDIENT.

Indianapolis News.

Of a political transaction that had a suspicious look, Senator Beveridge said: "Though in the thing there is nothing on which we can lay our hand, it certainly appears fishy. It reminds me of a Washington waiter: 'I am sorry I can't give you a tip, but I find I have only just money enough to pay your bill.' 'Just let me add it up again, sir,' he muttered."

MAYOR MORLEY FAILS IN TOURIST CAFE

Commissioners Davey an lips Do Not Support C cellation of Licens

The Tourist Cafe license was celled at the adjourned meeti license commissioners held afternoon. Mayor Morley w take away the license; but Co ers Davey and Phillips were and the license continues.

When the meeting convened or said the session of yeste been adjourned in order to giv Jackson further opportunity t er his reply regarding the closi back entrance and removal of partitions and portiers.

Frank Higgins, for Mr. Jack sented a plan of the premises nearby, showing that the back in question was in an alley served also as entrance to the house saloon and——

Mayor Morley—This doesn the——

Mr. Higgins—What I wish that it is most inequitable an to prevent Mr. Jackson havin entrance and allow a neighborin to have one. If this matter is be fairly dealt with the boar order——

Mayor Morley—On the princ two wrongs make a right?

Mr. Higgins—We cannot there is wrong in one and n other. His Worship points out ple were going into this lan serves as entrance to both salo an American man-o'-war was l he know they were not other place?

Mayor Morley—There's a dif respect. You understood, when this license was re was no back entrance a se was granted to the place Mr. Higgins—There's nothin record to ——

Mayor Morley—It does no that you discuss this matter technicality. There was no trance. Mr. Jackson cut the after the agreement was mad I approached him regarding ter he smilingly told me he had the agreement; but he broke tion of the agreement in ma back entrance. If we had k his intention to put it in we s have granted the license. every reason to suspect what t there and the evasive evidenc recent proceedings in the pol and the evasive manner of M son in answering a question together with the fact that t who congregate at the place who attended the Savoy club, cess our suspicions. We intend this place ——

Mr. Higgins—You haven't that anything did take place. draw conclusions from facts not exist. In regard to that in regard to closing Mr. Jackso ises and allowing another m if Your Worship decides to c license you will do so, but we submit. We are here for jus demand justice. As to what yo men intended and my client the writing speaks for itself. not power to cancel this license Mr. Jackson made certain all You have no authority under th to cancel the license because he do a thing which is unjust.

Commissioner Davey—I don there is any doubt in the mind right-thinking man as to the d gambling had been proved, I would have declared for the can of the license. As for the back e there's also a question, and have been glad if Mr. Jackson fit to have it closed; but in view fact that his neighbor has a sim trance, I don't think it right this order.

Commissioner Phillips said: agree with what Mr. Davey said. In view of this entrance street being used also by ano loonkeeper it is not fair that t should take away Mr. Jackson's

Mayor Morley—As the maj the commissioners are of that o is useless for me to discuss th further. I expected that Mr. would have seen fit to comply request made by myself as m the city. There is just one po Mr. Higgins has raised. He taken as to the matter of the charge being closed. Granted, t the criminal court is concerned is closed, but it is never so fa but that this commission can tak consideration when dealing with cense. I understand Mr. Jacks the curtains in the saloon will replaced and the place will clear.

Mr. Jackson agreed, and th closed.

ORDERS BATTLESHIP TO MOROCCAN C

Spanish Government De That Danger to Europe Calls For Action

Madrid, Nov. 20.—As a cons of the receipt by the cabinet patches setting forth that the s of Europeans in Morocco is g worse, Minister of Marine Alvar cided, after consultation with th mier and his colleagues to ord battleship Pelaya to the Moroccan The Pelaya will proceed either or tomorrow for Tangier where join the French warships. She w 500 marines. It is reported here the rumor lacks confirmation, th British squadron, now on the c Spain, also has been ordered N In official circles, the opinion that the Moroccan situation is im ly perilous. The present arrang are intended to forestall the seri velopments rendered possible by t ing of increased powers to the Rasuli. The attitude of all the concerned is declared to be perfect monious and the first act of hosti the part of the Moors will be t ual for the disembarkation of parties from all the foreign wars

THE DELTA CONVENTIO

Liberal-Conservatives to Meet day to Nominate Candidat

The Liberal-Conservatives of