

PRINCESS HAS FULL COMPLEMENT

Thousand Passengers on Liner From Seattle Yesterday 300 Left Behind

NEGOTIATE FOR TURBINE

International Steamship Co. Endeavoring to Purchase Hamilton Boat

(From Thursday's Daily) The rate war continues to give an impetus to travel. Yesterday 1,874 passengers from Seattle arrived by both steamers. The Princess Victoria, which was late in arriving owing to some delay at Seattle, brought her limit—exactly 1,000 passengers. Over 800 were unable to get on board at Seattle. The Chippewa had 514 passengers. The opposition steamer is running late nearly every day, it being nearly 2:30 p.m. yesterday before her passengers were landed. The steamer was advertised as "the fast 20 knot steel steamship" when the rate war began. And there has been much comment on this since the Princess Royal was the Chippewa in a race to port on Tuesday. According to passengers on the steamer this was an exciting contest. The Princess Royal came out from Trial Island as the Chippewa, came from across the gulf and the two steamers started with their bows in a line toward Brodiche Ledge, both doing their utmost to reach port first. For some time the vessels were even, neither seeming to gain an advantage, and then the Princess Royal sped slowly ahead, passing Brodiche Ledge with a length between her and the "20 knot steel steamship." From the stern of the Princess Royal a heavy smoke came as the Chippewa being the overtaking steamer gave way, and the Princess Royal rounded into port.

The steamer for which negotiations are on by the International Steamship company for use on the Victoria-Vancouver route is the Turbina. Information to this effect was received from a reliable authority yesterday. So far the negotiations have been unsuccessful, the Hamilton company refusing to part with their turbine steamer at the price offered by the Seattle company. The negotiations are, however, being continued, and the International Steamship company is in hopes that the Turbina will be secured for the long-promised opposition to the P.T. line, thus ending the rate war which has been going on for some months.

Victorians acquainted with the fast Great Lakes turbine steamer say she is a speedy vessel and although comparatively small would be well suited for the route. As a British bottom she would be able to make the Vancouver-Victoria-Seattle run in the triangular route. As stated yesterday the Turbina is equipped with Parsons turbines, having three of the new engines, and is fitted conveniently for the passenger trade between Hamilton and Toronto. She is about forty feet shorter than the Princess Victoria, and about 6 feet less beam. There are three decks, two fitted with passenger accommodation.

The International Steamship company has not met the cut on the Seattle-Vancouver route. Joshua Green in an interview at Seattle said: "While the rate on the Canadian boats is 25 cents from Seattle to Vancouver we will not meet it. Our rate on the Iroquois is \$1 from Seattle to Vancouver and \$1 from Vancouver to Seattle or \$2 for the round trip. The Canadian boats will charge 25 cents from Seattle to Vancouver and 25 cents from Vancouver to Seattle, making \$2 for the round trip. We will do the business from Seattle to Vancouver and return, as long as they maintain their high rate between Vancouver and Victoria, for the Vancouver people will patronize us because of their feeling over that rate. Yesterday the Chippewa from Victoria brought 150 people to Seattle that had made the trip from this city on the Princess Victoria in the morning but could not get on board the Princess Royal, a smaller boat than the Victoria, on the return. And we were forced to leave many persons behind owing to having our limit number."

Asked about the report that the Iroquois and Chippewa would be replaced by smaller vessels, President Green said: "We have the present rate for the present at least. The big vessels are running at a good margin of profit and as long as this continues we shall continue to operate them. I expect this fight will last through the winter and for an indefinite time to come."

Agent A. B. Calder of the Canadian Pacific, when asked by the Seattle Times regarding the cut rate and other details of the fight said this noon: "We have cut the Vancouver rate from Seattle to 25 cents, going into effect on the Princess Royal to-night at 10 o'clock when she leaves Seattle for Vancouver. There has been no change in the rate to Victoria which is also 25 cents. We have no hesitation in informing the public that the Princess Royal carries only 750 passengers. This, however, is not caused by her being smaller boat than the Chippewa which carries 1,000 passengers. On the contrary the Royal is 550 tons larger than the Chippewa while the Princess Victoria carries only 1,000 passengers is something over twice as great as the Chippewa. Yet the Chippewa crowds 1,000 people into her contracted deck area. Every round trip passenger on the Canadian boat going to Victoria yesterday was brought back on the Royal, which did not leave one second ahead of schedule. Had it not been hand myself in Victoria to see that all were accommodated. We do not expect all the people who go from Seattle to Victoria on the Princess Victoria to be accommodated. Had it not been necessary we could have handled many more than we did as the Princess Victoria has the same day as the Royal and Chippewa for Seattle."

PROVINCIAL COURTS CAN GRANT DIVORCES

Telegram From Deputy Attorney-General Indicates the Success of Province

A telegram was received at the attorney-general's department yesterday from Deputy Attorney General MacLean stating that the case of Watt vs. Watt was argued before the Privy Council yesterday and that the province would probably win. As Mr. MacLean is notoriously conservative the department assumes from this that it may be taken as certain for all practical purposes that the Privy Council will uphold the jurisdiction of British Columbia courts in divorce actions.

It will be remembered that in the case of Watt vs. Watt, Mr. Justice Clement held that the provincial courts had no jurisdiction to grant divorces although the other judges on the bench have expressed contrary opinions. It has now been seen that the legal circles, however, there are some doubts as to the jurisdiction of the local courts in this regard, and an affirmative decision by the Privy Council settling the matter will be much welcomed. Should it be adverse, remedial legislation will be necessary.

In this connection it may be stated that the application for leave to appeal in the Watt case will be argued today. Sir Robert Findlay, attorney-general of England, under the late Conservative government, is appearing in all these cases for the province.

In this connection it may be stated that Mr. Garde and J. H. Simon, K.C., are coming out to Victoria in August. Garde is the province's London solicitor and Mr. Simon has been engaged in the provincial cases before the Privy Council as junior counsel. He has however recently "taken silk" and was associated with Sir Robert Findlay in the Watt case.

COPPER MINING IN BOUNDARY COUNTRY

W. C. Thomas, ex-Manager of Dominion Copper Co., En Route to Salt Lake City

Mr. W. C. Thomas, who for the past three years has been employed as the smelting manager at the works of the Dominion Copper company in Boundary country, is at present in town, on his way to Salt Lake City, where he will reside until he returns. Mr. Thomas states that mining matters are generally speaking looking up in Boundary country. The district, and the three smelters are busy engaged at work, the Granby at the best equipped, and with its backing of \$15,000,000, and a daily output of 3,000 tons of ore, the B.C. Copper company's smaller plant Greenwood with a capacity of from 1800 to 2000 tons, and the Dominion Copper company's smelter, three miles below Greenwood, with a daily capacity of from 1000 to 1200 tons.

The principal mines of the three smelting companies are situated either at or very near Phoenix, although the B.C. Copper company hold important interests on the Kootenai side and at Deadwood camp, a short distance from Greenwood, and in addition the Napoleon and Lone Star mines in Washington state. The Granby smelter, which was closed down for a brief period started up again in December, and has since been handling about 4000 tons every day.

Although the Dominion company is at the present time only utilizing a new furnace with a daily capacity of about 600 tons, the company has the material advantage of more economical methods than are possible in their older plant. The Dominion Copper company, moreover, recovers and reuses the waste material in its furnaces, and it is this simplicity in handling which enables these mines to produce values of 12 cents per ton of copper, while the others are not able to do so.

All these ores carry gold and silver, and while these values are not sufficient to defray the mining and smelting charges, nevertheless they cut a very respectable figure upon the balance sheet. Against the 25 to 30 pounds of copper matte which is produced from 60 to 80 pounds per ton, but an average of 100 lbs. must be roasted and concentrated. The use of a flux such as iron ore or lime, and consequently the difference in point of profit is not great as would otherwise be the case.

And although it cannot be denied that the Boundary country is a rather hard winter it is satisfactory to learn that these three smelters are now busily engaged in operation, and that the prospects for the mining district generally are very good indeed. And while copper has sustained quite a drop, having fallen from the somewhat meteoric figure of 25 cents to something less than 12 cents per pound, on the other hand wages have also declined and with the adoption of more economical methods the future of the copper country need not be painted in sombre colors.

Skilled miners now are receiving \$3.50 instead of \$4 per day, while the laborers are paid \$2.50 instead of \$3 per day, and moreover in consequence of the very general depression in the mining business, managers have the advantage of getting a much better class of men than was possible a year or something more ago when business was more active. And again a change for the better in the way of activity is considered to be quite probable after the presidential election is decided.

Mr. Samuel Neuhaus, the multi-millionaire, who is heavily interested in mining in this city and its surroundings, and after spending a few weeks here in Vancouver, and as he has spent most of his life in the States he is an American citizen.

MANY EXHIBITS ARE PROMISED THE FAIR

Secretary Smart Already Worried Over Allotment of Floor Space

(From Thursday's Daily) It is practically certain that the forthcoming exhibition, to be held under the auspices of the British Columbia Agricultural association, will be one of the best from every standpoint, ever brought off in Victoria. J. E. Smart, the secretary, and members of the executive are kept exceedingly busy these days. As the date of the opening of the fair approaches the spare moments become scarcer. They are of the opinion that despite the handicap under which they are laboring because of the destruction of the old buildings, they are further advanced in their preparations than at the same time last year. Proving by their previous experience they are handling the numerous details which require attention much more expeditiously than has been possible and they are confident, as a result, that a week before the public are admitted to the grounds the exhibits will be in their places and all other arrangements practically complete.

Already the programme of amusements is pretty well drafted. And it is a good one, including the daily ascension of an aeroplane, a performance, equally as frequent, of a trained horse about of international renown, a round of music provided by all the noted bands of the Pacific northwest, and other features which have not been announced for important reasons but which will be given publicity at an early date. Therefore, there is no doubt that the fair will be more of an attraction this year than has ever been the case previously.

But what is most gratifying to the secretary and those who are assisting him is the fact that the merchants of Victoria and the agriculturists of adjacent districts are evincing such a marked interest in the effort to make this show a success.

When the Colonist man dropped into the secretary's office yesterday afternoon he found that dignitary frowning over a plan of the floor space of the exhibition's new main building. Pointing to certain marked sections he said: "All that is already reserved to shed any light on the difficulty. However, the fact that this early in the game, the officials are finding it hard to obtain the space they require augurs well for the show. The secretary remarked that, although the new structure was expected to be ready, it would be possible to find exhibits for another one hundred feet. He was referring to the industrial section.

The agricultural portion promises to be just as well filled. Of course, it is a little early for the receipt of any large number of entries, but the secretary's intention of the fair is on a large scale. It is believed that the additions made to the prize list is encouraging the farmers for the contests, and, taking this for a basis of argument, it is contended by those who supported the fair, that the expenditure which this incurred that the move was a good one and that it would be justified in the returns during the fair week.

Altogether the outlook was never better. The secretary, with all his worries, is in a happy frame of mind. He asserts that with the knowledge that he has public sentiment behind him in his endeavors it will be comparatively easy work to prepare an exposition that will eclipse anything yet in the history of the Vancouver island organization.

YACHT CLUB HOUSE ALMOST COMPLETED

"At Home" Announced For August 8

A meeting of the management committee of the Victoria Yacht club was held the other evening. The committee reported that the building was approaching completion, and it was expected to be ready for occupancy by Saturday, the 25th inst. It was decided to formally open the clubhouse at a dinner and members on August 8. A committee was appointed to go into the necessary details.

The secretary was instructed to advertise for a caretaker. Several new members were elected. The sailing and motor racing regattas were instructed to arrange for races as soon as possible.

KILLED HIS BROTHER THEN TOOK OWN LIFE

Alberni Indian Official Believes That is Solution of Waters Mystery

That Harvey Waters murdered his brother Horace and then committed suicide under the influence of drink or more probably while suffering from delirium tremens is the opinion of A. W. Nell, Indian agent for the west coast of the island, who arrived in the city on Monday evening and registered at the Dominion hotel. The mystery surrounding the death of Horace Waters whose dead body was discovered on May 24 last, near the mouth of the Nootka river, was solved by the agent. He stated that the two brothers landed from the steamer "Tow-in" on March 23 last, that they had been drinking heavily since their journey up and both were under the influence of liquor when they landed. Two months later Horace Waters was found in the bush and near the shore the hat of the other brother but up to date no trace of Harvey Waters' body has been found.

Mr. Nell's jurisdiction extends beyond Nootka Sound and it was in this district that the Waters brothers met their fate. Asked as to his opinion of the tragedy Mr. Nell stated that he believed the murder of the brother by brother Harvey Waters took his own

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WILL DISCUSS QUESTION OF OAK BAY SCHOOL

Joint Meeting of the Municipal Council and Trustees to Consider Subject

(From Thursday's Daily)

A special meeting of the Oak Bay council will be held tomorrow afternoon at the offices of J. F. Play, clerk of the municipality. The school trustees, it is understood, have been invited to attend in order that the plans to be adopted in the construction of the proposed new school may be discussed and definitely agreed upon.

For some weeks this matter has been hanging fire because of a misunderstanding between the two bodies mentioned. Now, however, the trustees have agreed to come together and endeavor to arrive at an amicable decision in order that the work may not be delayed any longer.

An excellent site has been selected on the south side of Oak Bay avenue, just beyond Foul Bay square. It is a section of the property recently purchased from the Pemberton estate, and has been selected as a site for a central situation and other obvious advantages.

The people of the district are looking forward to the completion of the school owing to the fact that the present structure is entirely inadequate, and the announcement that active steps are to be taken toward bringing the project mentioned to a focus is received with general gratification.

Prescription Against Fire.

North Vancouver, July 21.—The North Vancouver City Council is determined to reduce the fire danger to a minimum, and owners of undeveloped lots which are regarded as a danger have been given notice to set the property cleared right away. A refusal to do so means that the city will undertake the work itself and charge the owner with the cost.

ADVICE TO JAPANESE FROM THEIR PAPER

Lesson From San Francisco Incident at Time of Fleet Reception

Vancouver, July 21.—The Canadian News, a Japanese publication issued in Vancouver, has the following to say in a recent issue regarding the assimilative qualities of the Japanese on this coast: "That we Japanese are not very enthusiastically welcomed on the Pacific coast is a fact, the explanation of which, it is needless to say, is not very difficult. And that the fault is not altogether on our part also goes without saying. But at the same time we cannot say that the attitude of our people has always been in all respects above reproach."

"Fortunately the platform of the Republican party contains no anti-Japanese plank, as some have pretended that it would, but the Democratic party has openly declared against us in its platform. The reason given is that we are hard to assimilate in America. We have already pointed out the error of this position (as to Japanese non-assimilability), but in seeking to understand why such words have been publicly pronounced (by the Democratic party) should we not at least examine ourselves?"

"To cite an incident which is not so very recent, when the American fleet reached San Francisco, Mr. Sunada, of the Great Northern hotel, Seattle, went to that city to join in the welcome. The Japanese in San Francisco and vicinity entered into the welcoming

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CREW'S NARROW ESCAPE

Lake Steamer Burned and the Men on Board Nearly Perished in By Fire—Saved By Barge Crew

Detroit, Mich., July 21.—The steamer Chas. A. Street, bound down with three barges in tow, caught fire last night in Lake Huron 25 miles above Port Huron, and was destroyed. The crew of 13 were landed safely at Lexington.

When the fire broke out on the Street, which was 155 feet long, and owned at Mount Clements, Mich., the barges were cut adrift. The fire made rapid headway, despite the best efforts of the Street's crew, and it was soon apparent that the steamer was doomed.

The life boat was destroyed by the flames, and the crew began building a raft on which to leave the burning boat. Before they had completed it, the crew of one of the barges rowed back three miles, took them off safely and landed them at Lexington.

Given Office in India Hamilton, Bermuda, July 21.—Lt.-Gen. Wodehouse, governor of Bermuda, has been selected by the House of Commons to succeed General Sir Blundell as the commander of the India division of India.

Locomotive Engineers. Ottawa, July 21.—The Brotherhood of Locomotive Engineers opened their annual convention here today. There are some two thousand members in attendance from all parts of Canada and the United States. The convention continues for three days. This evening a large public meeting was held in the Russell theatre, at which W. A. Gallie, M.P., and Robert Stewart, M.P., will deliver addresses.