

INDRAVELL IN BAD CONDITION

TASK OF FLOATING PROVING DIFFICULT

Salvor Is Alongside Expediting Work --Account of Accident Which Befell Steamer.

(From Wednesday's Daily).

The latest reports from the big steamer Indravell which ran full speed on the rocks at Kellett's Bluff, Henry Island, yesterday morning, are to the effect that the vessel is very seriously damaged, nearly forty feet of her hull resting on a ledge of rock at low water and her forward hold having fourteen feet of water in it. These particulars were brought to the city by the steamer Bermuda this morning and the news shatters the hopes which were entertained of the Indravell being towed off the rocks and brought to Esquimalt to-day. Divers report that there is a large hole in the hull below the water-line while the stem is buckled and torn for several yards. It was thought last night, before the divers had completed their work, that the steamer might be floated at high tide this morning, but it appears probable at the present time that a coffer-dam will have to be built up inside the bows and a false bottom placed in the forward hold before the Indravell can be floated off.

The steamer is not in any immediate danger but it is feared that she may swing broadside on to the rocks should a heavy wind spring up. Although the tide at the point where the steamer is lying is very strong, it is believed that the rocks will hold her from swinging.

There is no anchorage where the Indravell is hung up and the steep rocks of the bluff do not offer any hold for a cable to steady her. Every effort is being made by the B. C. Salvage Company's crew on the Salvor to get the steamer in a condition to float her, but there is a slight possibility that should a heavy wind come up the salvage work will be rendered most difficult if not almost impossible. The only explanation of the Indravell's action in proceeding up to Haro Straits on his way to Vancouver without calling at quarantine is that he was ignorant of the existence of the William Head station. His explanation in regard to the pilot is that he whistled off this port for four hours on Monday night and, finding no boat sent off to him, he proceeded to the minimal City on the strength of his charts.

The Indravell passed Tatoosh at 5 o'clock on Monday evening, according to statements made by her officers, lay off Victoria for four hours during the night in the hope of picking up a pilot. Captain Cullington evidently ignorant of the pilotage and quarantine arrangements in effect on this coast, and finding that no pilot boat came out to meet her, he proceeded toward Vancouver. Before midnight a fog came up, and the Indravell was navigated with caution through the narrow channel. Opposite Open Bay was reached. Here there is deep water right up to the precipitous cliffs of Henry Island, at the extremity of which the blue runs directly into the channel. Opposite the bluff, in Canadian territory, there is a beacon on the Kelp reefs, and keeping well away from this Capt. Cullington found that the schooner from his ship showed land almost completely around him. At 2 a.m. he turned the Indravell and steamed a short distance back on his course, but shortly after 5 o'clock again headed for the channel off Kellett's bluff.

Running at full speed the big steamer crashed on the sheer cliff, at about 10 knots in deep water. The Indravell seemed to be well in the fairway when suddenly those on deck saw the huge cliff looming but a few feet ahead of them through the haze. There was a command could be given or a bell rung down in the engine room the bows of the steamer had crashed with terrific force into the jagged rock. Two lifeboats were swung out, and every precaution taken to provide a means of escape should the Indravell slip from the ledge that held her. When the fog cleared up and it was possible to discover the exact location of the steamer, soundings were made. Just off the cliff to which the Indravell hung there were twenty fathoms of water and thirty-five fathoms of line failed to reach bottom at her stern.

Fearing that his vessel might slip from the rock as the tide rose and go down by the head, Capt. Cullington kept the engines slow ahead. At half-past nine a United States revenue cutter came over to the steamer from Roche harbor, to which place news of the Indravell's predicament had been taken by Indians. Upon learning the nature of the steamer's injuries the cutter went back to the harbor and a telephone message was sent to Victoria asking that the Salvor, of the B. C. Salvage Company, be sent to the Indravell's assistance.

As soon as the message was received in the city a party, consisting of Pilot Goss, L. Cammese, W. Allen, W. R. P. Rithet & Co., agents for the steamer, a Times reporter, and Mr. Porter, owner of the fast sea-going launch Maid of the Mist, set off in the latter craft to locate the distressed steamer. After passing Discovery Island the Indravell was observed lying head-on to Kellett's bluff, and the Maid of the Mist was taken alongside. It was at once apparent that the Indravell was badly damaged below the water-line, as her pumps were kept go-

ing to clear as much water from her fore-hold as possible. The officers of the steamer reported ten feet of water in No. 1 hold.

The Salvor, Capt. Harris, came alongside the Indravell shortly after 5 o'clock, closely followed by the tug Pioneer and the steamer Trader. Owing to the peculiarly dangerous position of the Indravell some difficulty was met with in bringing the Salvor alongside, but she was finally made fast, and Capt. J. G. Cox, Lloyd's agent, together with W. F. and H. Bullen, went aboard the big freighter and had a short consultation with Capt. Cullington. At 5 o'clock it was decided to commence salvage operations at once, and the rattle of the Salvor's winches told that the three ten-inch Gwynne pumps carried by the salvage vessel were being placed on board the Indravell. The Salvor's divers donned their suits at 9 o'clock and went down with electric lights to ascertain, as far as possible, what actual damage the steamer had sustained.

The Trader and the Pioneer stood by for some time until their masters realized that they would not be called upon for assistance. The Princess Victoria, passing the bluff on her way to Victoria from Vancouver about half-past five, slowed her engines and Capt. Griffin enquired of the Maid of the Mist whether she could render any service, or whether there was any important message for Victoria. For the few moments that the Victoria was close to the damaged Indravell with the Salvor and the other two steamers standing by the port the rails were lined with passengers taking in the curious sight.

Among those who went out on the Salvor were Messrs. Bullen, Capt. Cox and Alex. McDermott, the latter returning to Victoria with Mr. Allen and the Maid of the Mist.

Capt. Cullington has been three years a master of steamships, and was making his first voyage to these waters. He is accompanied by his wife and child, who have been with him since the Indravell left Swansea, seven months ago.

The Indravell, which is owned by R. B. Royden & Co., of Liverpool, England, left Swansea on April 27th for New York, and had a very stormy trip across the Atlantic, reaching the eastern port on the 14th of May, after a passage of 19 days. From New York the steamer crossed to Gibraltar, thence proceeding to Port Said, Suez, Aden, Singapore, Hongkong, Shanghai, Dalian and Chemulpo. From Chemulpo the Indravell went to Nagasaki, and then to Moji, where she loaded two thousand tons of coal and left for Victoria, riding light, to take up the New Zealand service for R. A. Alley & Co., which firm has chartered her.

Moji was left on October 22nd, and when almost at the meridian the Indravell met with the typhoon reported by the Holt liner Keemun and the Empress of India. The barometer fell to 28.0, and the Indravell was swept by gigantic waves for two days. The fact that she was riding light was in her favor, and although the decks were hammered by big seas for 48 hours, no damage was done. The big steamer rolled until her hull was almost under the water on several occasions, and when she was on her beam ends the upper works. During the height of the typhoon the officers were in momentary expectation of seeing the bridge and the house blown down.

Had Capt. Cullington called at the quarantine station she would not have passed up for Vancouver, as the local agents of the Alley line, R. P. Rithet & Co., would have held her at this port until further orders. The detailed account of the casualty was wired to the Alley line headquarters last night.

The steamer Bermuda left Vancouver at midnight with A. H. B. McGowan, agent for the Alley line, and R. C. McNeill, Lloyd's surveyor, who had been surveying the damaged British steamship Kazembe at the Terminal City, on board. She reached the Indravell early this morning, and after placing Mr. McGowan and Mr. Mitchell on board the Salvor came to port. W. F. Bullen came to the city on her, and returned an hour later with an extra gang of workmen to the scene of the accident.

The Indravell was built in 1897 by C. Connell & Company, on the Clyde, and is 400 feet over-all, 49.2 feet beam and 23.3 feet deep. She was engaged by D. Rowan & Co., of Glasgow. Her gross tonnage is 4,890 tons, and her net tonnage 3,788. She was well known on this coast, being formerly on the run from Portland to the Orient for the Asiatic line.

CROWN LANDS AGENT.
Port Arthur, Ont., Nov. 12.—Word has been received from the Department of Lands and Forests and minerals of the appointment of Harold A. Keefer, son of P. H. Keefer, to the position of Crown Lands Agent, rendered vacant by the death of W. H. Hesse. Mr. Keefer will take over the duties of the office immediately.

In Manchuria dogs are grown for their hides, which form a valuable article of commerce.

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IMMIGRATION WAS DISCUSSED

AN OPEN MEETING HELD IN CITY HALL

Local Council of Women Give Opportunity to Hear All Sides of Question.

(From Wednesday's Daily).

Yesterday afternoon the Women's Council closed their convention by an open meeting, when the subject of immigration was discussed. Several speakers representing different views on the subject were asked to attend. In addition to this the meeting was thrown open to all to take part in the proceedings and express their views. The meeting proved a very interesting one. Mrs. R. S. Day presided.

The discussion was opened by Mrs. Fitzgibbon, who told of her experience in London, which qualified her to understand the question of emigration and immigration from an Imperial standpoint.

She pointed out that emigrants from England before reaching British Columbia had to spend a considerable sum of money in transportation. There were also the opportunities of finding a place elsewhere in Canada, which made the question a very difficult one to solve.

In England there was a feeling against emigration also. The younger generation showed a tendency also to avoid domestic service and find work in other directions. Labor at reasonable rates was what was needed for the women who had come to the country. She pointed out that the women who had come to the country were not to be considered as a class, but as individuals.

She favored the women petitioning the parliament asking that the women be taken into consideration in connection with this exclusion question.

She felt satisfied that there would be a change of the better classes in the old country to consider the women who came to the country.

She assured that labor would be available in the house and in the garden. It was important, therefore, to have the women who came to the country to consider the women who came to the country.

A vote of thanks was accorded to Mrs. Fitzgibbon on the conclusion of the meeting; and also to the other speakers.

THE AUTOMOBILE IN AMERICA.

One never meets an American who fails to realize the possibilities of the automobile. I have heard, as in England, of the "motor" as a means of transport, but says the New York correspondent of the "Car" never a word against their value. In this respect this nation is much in advance of our own. The automobile is not only a means of transport, but it is also a means of business and the amenities of life.

It is the same in Canada. How many of our people are not using automobiles in Great Britain? Recently, when Earl Grey, the governor-general of Canada, went up country to a local show, he was really surprised to find with motor cars at the station when he arrived.

The motor car runs across the prairie, it faces roads which in the old country would be impassable. It is a common form of road in the prairie provinces, on which the surface has been simply scratched by the wheels of the motor car. In every country the make of car used is itself a prevailing style of road. All cars in the United States are made by Ford, and in Canada they are made by Ford. The motor car is a means of transport, but it is also a means of business and the amenities of life.

The Chianmen employed were not of the coolie class. They were able to write letters home. His last Chinaman had supported six in China. It might be argued against them that they were not of the country. In answer to this he would say what was the difference as long as value was given.

PRESERVING BUFFALO.
Government Taking Steps to Herd Far Northern Bands Into a Preserve.
Ottawa, Nov. 12.—Ernest Thompson Seton, author, is a guest of the Governor-General.

Frank Oliver had a long talk with Mr. Seton at Rideau Hall, in reference to the latter's six months' trip through the wilds of Northern Saskatchewan and the Mackenzie district. Mr. Seton is especially interested in having government action taken to preserve the bands of wood buffalo still existing in the far north, and the government has already taken steps towards herding them into a reserve and properly protecting them by mounted police.

WOULD-BE DIVORCEES.
Ottawa, Nov. 11.—The following applications have been made for divorce: Mary Alexander, William A. Elder, Edith May Gilmore, Edith Gamble, Catherine A. Cannon, all of Toronto; Robert Kenney, of Vancouver; Spratte, Parry Sound, Ont.; Wm. L. White, Tecumseh, Ont.; and Jas. Forster, Winnipeg.

Private legislation for the approaching session of parliament includes applications for four new banks, the Bank of Edmonton, Bank of Canada, Bank of Montreal, and Bank of Winnipeg, and Bank of Vancouver.

Whenver classes were established it had resulted disastrously from an economic standpoint. He endorsed the stand of Dr. Fraser of Vancouver, that cheap labor was not needed in this country. Cheap labor had always been followed by bad conditions. Two many of the natural resources of the country in British Columbia were getting into the hands of the few. The experiment of cheap labor in the United States had cost the country an immense sum and left all kinds of troubles. He asked the ladies to choose they would make, cheap labor with the knowledge that it would result in injury to the country, or putting up with the inconvenience that they now experienced, knowing that in the end it would result in benefit to the country? He knew the choice that would be made.

Several ladies expressed themselves on the subject very freely, one stating that little was to be hoped from the British Isles, as the servants of the old land were too well satisfied to ever want to come to Canada to enter service.

Mrs. Fitzgibbon, in closing the discussion, said that she agreed that a laborer should reap the product of his toil. This was just what she was contending for. In her own work she would not be able to do her duty if she had to attend to the cooking, etc. She was viewing the question from a labor standpoint. She had seen the single life and had seen men and women go down in the strenuousness of that life. She wanted to see the women of the house get the product of their labor. The question was fewer of the questions to come up at these meetings if women were relieved of the housework and could give more time to the education of their children.

She wanted reasonable labor. As soon as the demand was made for reasonable labor she said she was met with the bogey of cheap labor. The question was faced was what were the needs and how were they to be filled?

She favored the women petitioning the parliament asking that the women be taken into consideration in connection with this exclusion question.

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MONARCHS TALK OF FRIENDSHIP

KAISER ENTERTAINED AT WINDSOR CASTLE

German Foreign Secretary Says Father and England Have no Outstanding Differences.

Windsor, England, Nov. 12.—The speeches made by King Edward and Emperor William at the state dinner here were formal in tone. They consisted of a reciprocal expression of the pleasure the visit afforded, and of a mutual desire for the maintenance of friendship and peace between the two nations.

Emperor William alluded graciously to his happy childhood under the walls of the grand old Windsor castle, and he expressed the earnest wish that the close relationship existing between the two royal families should be reflected in the relations of the two countries, and thus confirm the peace of the world, which he said was the constant endeavor of King Edward and himself.

At the conclusion of the state visit at Windsor castle, November 18th, Emperor William will spend a fortnight at Highcliffe castle, at Christ church, near Bournemouth, a beautiful sequestered spot of historic association. King Edward, the King of Spain and other royal personages have often stayed at Highcliffe castle.

"There is no intention of discussing at Windsor any concrete political question," said Herr Von Schoen, secretary of the German foreign office, who is accompanying Emperor William on his Majesty's visit to England.

"Germany and England are in the happy position of having no actual political questions outstanding, but we hope and believe that the Emperor's visit will bring about a renewal of the old time affectionate relations between the two countries. Their relations have always been correct, but this is not enough. There is an increasing desire that they become something more. Germany does not look for any specially defined political agreement or understanding, that might give rise to apprehension in the case of any other power. Our hope simply is that the relations between the governments may be closely assimilated to the not only cordial but affectionate relations existing between the reigning houses."

QUET WEDDING.

T. D. Fawcett, Purser of the Princess Victoria, and Miss Skelton United in Matrimony.

The marriage of Mr. Thomas Douglas Fawcett and Miss Lillian May Skelton took place yesterday at the residence of Mr. Edgar Fawcett, "Dingley Dell," Victoria Arm. The ceremony was performed by Rev. Bishop Bridge, D. D.

The bride is the youngest daughter of the late Samuel Bridge, of Portland, Maine. The groom is well-known in Victoria and in the other coast cities. He is a member of the Victoria Club, and is the son of Edgar Fawcett, of H. M. customs service.

The marriage was private, only the immediate members of the family being present.

The happy couple left by the steamer Chippewa for the Sound. They will visit Portland and Spokane and on the way home spend a week at Vancouver.

WELL-KNOWN PILOT DIES.
Block Island, R. I., Nov. 12.—Capt. Euriah Dodge, one of the best known pilots along the Atlantic coast, is dead, aged 75 years.

THE HOUSE OF QUALITY
Is the name of the new Jewelry Store situated at No. 39 Government Street, in the premises formerly occupied by the B. C. Permanent Loan and Investment Co.

This house will make a specialty of Watches, Diamonds, Jewelry, Clocks, Silverware, Spectacles, Field Glasses etc., Watch and Jewelry repairing, and will welcome a call from you whether you are an intending buyer or not.

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PARDON "INVALID."

Plea For Abatement of Murder Trial on Ground of Previous Exoneration.

Georgetown, Ky., Nov. 12.—When the case of Caleb Powers, charged with the murder of Senator Goebel was called to-day, many of the important defence witnesses who were absent yesterday, causing a postponement of the trial, were present. Commonwealth Attorney Franklin announced that the prosecution was ready to proceed, whereupon Major W. C. Owens, chief counsel for Powers, said: "Before the defence is ready we desire to offer as a plea in abatement the pardon given the defendant by Governor W. S. Taylor after the commission of the crime."

Upon the request of Commonwealth Attorney Franklin, this document was turned over to the attorney for the prosecution, who retired to examine. This is the same pardon that has been produced at all the former trials, and which has been passed on and held invalid.

COINER'S DEN.
In the Mountains of Rockland County Counterfeit Half Dollars Were Produced.

New York, Nov. 12.—The arraignment of Herman Henz before United States Commissioner Shields to-day by U. S. secret service officers, on the charge of counterfeiting, brought to light what they regard as most important fact. Henz was held for the federal jury.

According to statements made to the commissioner Henz has been producing a half dollar of partly pure silver so skillfully made that only experts could determine them. The plant where the coins were produced was located in a secluded spot in the Ramapo mountains, in Rockland county.

The present price of silver, it was said, enabled him to purchase silver bullion or old silver for melting and turn out coins of standard weight and finish at a profit of about 50 per cent. About 200 of the coins had been circulated in New York before the officers secured the clue which led to Henz's arrest.

GERMANY AND FRANCE.
Paris, Nov. 12.—The German embassy has issued a statement confirming the report of the recall of Admiral Siqueiros, but saying it was solely due to his appointment to a post in Germany.

THE NATIONAL SPIRIT.
President Falconer's Address Before the Canadian Club, Toronto.

"The Necessity of Breadth in National Life" was the subject of a stirring patriotic address by President Falconer, of Toronto University, at the Canadian Club luncheon held a few days ago.

The great Dominion was physically broken up and divided. The maritime provinces were cut off from Ontario, the centre pin, by the great province of Quebec, while the great lakes separated us from the prairie provinces, which again were shut out by the Rockies from British Columbia. The national life, however, appeared to leap over these natural boundaries, and institutions were built up on the basis of ideas that existed in all the provinces.

Across the border the racial difficulties were far more pronounced than here—conditions are shut up in the centre of a different character. At St. Paul or Seattle, the elements in those different cities would not fuse. In Canada it was different. Even in Quebec the old racial barriers were being broken down.

"I believe," said Dr. Falconer, "that one of the most potent influences at work in the future of our country for good has been that of Ontario, and has led to a better feeling between the United States and Canada. I look to a bigger influence emanating from there in the future than from Ontario in the remotest districts of the country. The people are getting broader views and the religious and educational institutions are not in any way together as no 'them' influence can. They are affilia with the great institutions of the Mother Land. At their annual meetings representatives from all parts meet and exchange ideas. It is this people get to know each other and become more tolerant. One result of this is the great assimilation movement that is taking place in the eastern provinces."

"Politics, religion and education are the three great factors that are laying the foundation of the new Canada. Canada offers opportunities for a type of statesmanship unequalled in the world."

HOCKEY DANCE.
Arrangements Made For It—Committee Appointed to Take Charge.

Last night a joint committee from the ladies and gentlemen hockey clubs met in the office of the superintendent of city schools to arrange for the entertainment of the visiting hockey teams on the 7th prox. After considerable discussion it was arranged that a big dance should be given in the A. O. U. hall on that evening. A committee was appointed to make all the necessary arrangements. The following are those in charge: Gentlemen: J. Hart, P. Brown, F. Brae, C. Jenkinson, F. Rome, J. Lawson, Geo. S. Brown, F. Nason, H. Auston, L. York, and the Ladies: Misses M. McDonald, M. Lowe, S. Hiscocks, B. Raymond, E. Nicholls, Fell, Crook, Lubbe, Baker, Connors.

CALGARY DEBENTURES.
Toronto Firm Given a Thirty-day Option on \$250,000.

Calgary, Alta., Nov. 12.—Wood, Gundy & Co., of Toronto, has been given a thirty-day option on \$250,000 of civic thirty-year debentures at 88 per cent. In view of the experience of other cities in attempts to dispose of their bonds, the offer made to Calgary is generally looked upon as a good one. The money will be expended in the completion of public works which have been undertaken this season.

NEARLY A CENTENARIAN.
Berlin, Ont., Nov. 12.—Mrs. Barnabas Baylitt died to-day, aged 98. She was Waterloo county's oldest resident.

JUVENILE COURT IN THIS CITY
OFFICIALS STATE IT ALREADY EXISTS

The Chief of Police Explains How Youthful Offenders Are Treated in Victoria

Victoria has a juvenile court in every sense of the word. This is the opinion of all in this city who have anything to do with the youthful criminals who are caught breaking the law in this city.

At the meeting of the Women's Council on Monday the following resolution was introduced by Mrs. Jenkins, and unanimously passed:

"Whereas it is not only the right but the duty of the state to legislate for the best interests of its children, and as the present method of trial of juvenile offenders is subversive of their best interests, destroying rather than building character; And whereas the welfare of the country depends upon the character of its citizens.

Be it resolved, that this Local Council of Women approach the legislature at its next session, praying for the enactment of a law for the establishment of a juvenile court, or courts, where juvenile delinquents may be tried without the publicity and stigma at present attached to such proceedings.

A Times reporter interviewed the chief of police and other officials and inspected the police station with every sense of the fact the following explanation of the chief of police is appended:

"Whenever possible juvenile offenders are not