

COAL STRIKE IN AUSTRALIA FIFTEEN DOLLARS A TON CHARGED

Makura, Which Arrived This Morning, to Take Back Own Bunker Supply.

When the big Australian liner Makura arrived on Tuesday a cable awaited her with news that there was a big coal strike in Australia and that a coal had gone up from six shillings a ton to sixty shillings.

The Makura brought about 160 passengers among whom were Sir Albert and Lady Spicer and about eight other members of the delegates who attended the meeting of the Chambers of Commerce of the Empire, and who since that have been travelling in New Zealand, joining the Victoria steamer at Suva.

The following is a complete list of the passengers: For Victoria—Misses V. E. C. Foster, I. M. Smith, Currie (2), G. W. Fox, H. Clark, E. Walsh, M. Cronin, A. Jovett, B. Crown, G. Armstrong, Mesdames C. M. Morton, T. Carter, J. C. Davies, M. Currie, Clark and three children, Moss and child, Slocum, Renfree and two children, Clusheen and five children, E. L. Hirst, Messrs F. G. Keys, J. A. Clark, A. H. Brownley, J. H. Robinson, R. R. Roberts, G. H. Fulmore, Dr. A. H. Ross, W. W. Slocum, W. J. McClelland, E. Josephs, E. W. Hogg, H. J. Renfree, B. C. Stearns, J. F. Elder, J. Hughes, H. Tuer, Naylor (2), N. E. Thomson, J. H. Glahsen, Chauce, P. A. Douglas, I. Mitchell, J. Van der Pleg, H. Tidwell, W. Pyne, W. McLeod, W. Shalcross, R. Hirst, M. Diadio, T. Hunter, D. McDonald, L. Armstrong, J. P. Leenatt.

For Vancouver—Misses M. Brett, S. Cambie, A. Walker, J. D. Spicer, E. Fyfe-Smith, R. Mitchell, M. Dussseau, S. Piper, G. G. Witt, K. Walsh, Mesdames Warnford-Davis, Denough, H. W. Watson, Griffin, Ramsden, Fyfe-Smith, Cambie, Skinner, McQuade, M. M. McDonald and two children, M. Melville, Lady Spicer, secret and child, Pickering and four children, M. Young, I. Dunsbury, Shepherd and child, Dewing, Ippongi and child, Messrs. P. Warnford, Davis, J. W. Bengough, L. Foster, C. Johnson, J. Y. Griffin, M. Meyer, M. Ramsden, J. Fyfe-Smith, R. H. Alexander, T. J. B. Skinner, F. C. McQuade, W. A. McCommons, C. B. Eudde, A. D. Spicer, T. Whiteley, B. T. Nace, Father, R. P. Murphy, Father, J. McRath, Sir Albert Spicer, H. J. McCulloch, J. H. Masson, R. L. Gregory, L. Gates, J. Thomson, A. McIntyre, R. V. Pickering, A. M. Craigie, A. M. Herman, J. H. Robinson, R. D. Moynihan, A. White, Shepherd (2), R. J. Statham, L. Langdon, H. O'Shea, R. A. Burns, T. Taggart, E. Hunt, W. J. Uro, A. Hamilton, G. Cogill, W. Richards, J. Deschamps, F. Hanlon, W. Hickey, C. R. Dewing, J. W. Bengough, the Canadian humorist and cartoonist, was on board on his way home to Toronto, after spending a good many months in the southern colonies lecturing and writing. His articles to the Toronto Globe, which have been appearing regularly, have been read with much interest by the large number of worshippers of that newspaper.

The steamer brought 1,200 tons of freight, in all there being for this port 20 bales kapok, three cases honey, 20 packages effects, 13 crates pines and 1-1/2 pieces of red mahogany. The remainder here long enough to discharge her local cargo and left for Vancouver about 11 o'clock.

DIRECT TO BILLINGSGATE. Fresh Salmon to Go All the Way to London.

Arrangements have been completed for the shipment of fresh salmon from British Columbia market by W. W. Clark, of Vancouver. After five years of negotiations Mr. Clark announces that the scheme is complete. The first order is for fifty tons of fish, to be delivered fresh to Billingsgate fishermen.

"When I first mooted the possibility of the project's success," said Mr. Clark, "the Billingsgate fish combine was against me, because I first intended to sell salmon cheap in London, underbidding the other firms there. But there is a fish trust over there too powerful to fight, and in the end I was forced to agree to sell salmon at about fivepence per pound." Hereafter all salmon, other than canned, shipped from British Columbia to Great Britain, has been in a frozen state, but Mr. Clark declares that by merely keeping the fish chilled he can ship it to Montreal and thence by steamship to London, where it will be received in a perfectly fresh condition.

OPPOSE GENERAL STRIKE. New York, Nov. 17.—The strike of the 2,000,000 members of the American Federation of Labor, should the United States Supreme court decide the contempt cases against Messrs. Gompers, Mitchell and Morrison, proposed by the Central Federation of Philadelphia, is not approved by labor leaders here. Officers of the largest unions in this city declare that the plan would violate all pending agreements with employers, which would be fatal to the labor cause and therefore the calling of such a strike would be the hardest blow the American Federation could give itself.

PLANNING TO CRUSH THE SUGAR TRUST

Special Reports Are Being Considered by the U. S. Cabinet.

New York, Nov. 16.—When President Taft and his cabinet to-day took up plans as to how to crush the sugar trust, Attorney-General Wickham presented the report compiled by Henry L. Stimson, special deputy attorney-general, setting forth the alleged crimes the government expected to prove.

It is understood the report declares that the American Sugar Refining Company crushed its rivals by the sheer weight of money, bribed government inspectors and its opponents' employees, contributed campaign funds to all parties and finally reached an understanding with the Spreckels interests in California, and apportioned out the sugar trade of the country so that the independent trade was wiped out with two exceptions.

The real reason, however, for the cabinet discussing the matter is that most of the alleged wrongdoing is covered by the statute of limitations. Stimson is reported as saying that he has "plenty of moral proof, but little that would be admitted in court. The cabinet must decide what form of prosecution would most likely result in the actual punishment of the men responsible.

URGE AN IMPROVED SERVICE TO SOUND

President Leiser of Board of Trade Has Interview With Capt. Troup.

President Leiser, of the board of trade, had an interview on Tuesday with Capt. Troup, superintendent of the C. P. R. coast service, and urged upon him the necessity of making arrangements to restore the seven-day service to the Sound. Capt. Troup said the company fully appreciated the necessity of better service, but they had not the vessels available at present. They could not count on getting the use of the boats on the northern run, as they often arrived in port at irregular intervals. And the matter which was discussed was the question of the construction of the boat which is to be built for the Comox run. It is not known at present whether the craft will be constructed at Esquimalt or in a British shipyard, and Mr. Leiser strongly urged the claims of Esquimalt. Capt. Troup said he would do everything possible to meet the wishes of the board.

BLERIOT DEMANDS \$80,000 FOR FLIGHT

French Aviator Names Terms for Appearance at Los Angeles Meet.

London, Nov. 16.—M. Bleriot, the Frenchman who started the world by piloting his aeroplane across the English channel, will not appear during the American aviation week at Los Angeles unless he receives \$80,000 for his services. Bleriot proposes competing at the Egyptian meet, which is causing no small amount of discussion throughout Europe and unless the American promoters meet his terms he probably will try for some of the valuable prizes that will be offered in the land of the sphinx. Aviators who have been approached with offers to appear in the United States, have expressed their willingness to take their air craft across the ocean. Paulhan, Le Bon and Starrs, it is reported, probably will enter the Los Angeles meet.

TWELVE KILLED BY CAVE-IN OF EMBANKMENT

Winston Salem, N. C., Nov. 16.—Twelve workmen were killed here today by the caving in of a railroad embankment. The men were excavating to install a concrete abutment for a steel trestle across Salem creek when the accident occurred.

GOVERNMENT REFORMS. Chinese Baron is Making Investigations in United States.

Washington, D. C., Nov. 16.—Baron Liang Kuei, son of the late eminent Grand Secretary Jung Lu, and brother-in-law of his imperial highness the Prince Regent of China, arrived in Washington yesterday. Baron Liang is commissioned by the Prince Regent to investigate and report upon topics connected with government reforms and finance and other subjects of present importance to China. For Ku An, a member of the board of foreign affairs at Peking, is also in Washington, having come to America as director of the Chinese students, 53 in number, who have just arrived. The students are supported out of the fund representing the portion of the indemnity growing out of the Boxer disturbances in China in 1900 that was remitted by the United States government last year.

The following additional building permits have been issued: S. Johnson, for a dwelling to be erected on Cowichan street to cost \$1,400; to Roy L. Doble, for dwelling on Simcoe street, to cost \$1,200; to John Weytrow, for dwelling on Fifth street to cost \$800; to Joseph E. Bartle, for additions to dwelling on Dallas road to cost \$100, and to Mrs. Jane A. Dorman for an 8-roomed house on Linden avenue to cost \$4,900.

STATE PAPER HAS BEEN FOUND

KENDRICK NEVER SAILED ROUND VANCOUVER ISLAND

Intensely Interesting Lecture Before Natural History Society.

The interest of the large audience which attended the gathering of the Natural History Society Monday was divided between the historical importance and the ethnological features of the lecture which Dr. Newcombe gave. Some particularly good illustrations were thrown on the screen and a keen interest was shown throughout. The fact that Dr. Newcombe is an authority and one who particularly careful as to his statements added largely to the usefulness of the lecture.

The great feature of the historical sketch was an extract which Dr. Newcombe read from the journal of Captain Ingraham in which that authority stated plainly that Captain Kendrick never sailed around Vancouver Island in the sloop Washington. The journal of Captain Ingraham was made under Captain Kendrick, and his journal is among the state papers at Washington. As the map showing Captain Kendrick's voyage around the island is thought to have been the principal factor which influenced the Emperor of Germany in deciding against the claims of Great Britain in the San Juan affair, this shows plainly that the island in the gulf should now be British territory. The first man to sail around Vancouver Island was Captain Vancouver, who made the passage in June and July, 1792. He passed through the straits a few weeks before the Spaniards. All that Kendrick did was to sail around Nootka Island.

The pictures dealt largely with the totems, blankets, houses and emblems of the Indians. The blankets were made of dog's hair and were beautifully woven. There was a special breed of long-haired white dogs from which the hair was obtained. Dr. Newcombe said there was good evidence to show that in certain of their ceremonies the Indians were cannibals, and that in some out of the way places the customs were still continued.

At the close of the lecture, Captain Walbran confirmed the main features of the lecture and moved a vote of thanks to the lecturer, which was carried unanimously. There were a few specimens brought by members and a new member was added to the roll, the meeting adjourning at 10 p.m.

POINT GREY LAND SALES.

Vancouver, Nov. 15.—Selling for thousands of dollars per acre, \$1,118,000 worth of property was disposed of today at government auction of Point Grey lands adjoining the western limits of the city. The total constitutes a record for Canada. Another million dollars' worth is expected to go to-morrow, and another half million the day following. A great proportion of the government lands to-day went to Winnipeg people and residents of Saskatchewan and Alberta, who made their purchases through brokers. The largest purchasers during the afternoon were Alvo Abersleben, representing German capital, who took four hundred thousand dollars' worth, James McKinley, A. E. Austin, A. P. Gilman and H. F. Maskill.

PROFESSIONALISM IN FOOTBALL NEXT

Four Team League for B. C.—Victoria Will Not Be Considered.

The idea of a professional football league for British Columbia is gaining strength and it seems to be about as far as it is going to get. Those who are boosting it in Vancouver propose to organize a four-club provincial league comprising two clubs in Vancouver, one in Ladysmith and one in Nanaimo. Victoria is not considered a possibility for the new league as the game would scarcely pay its way at the capital.

Con Jones and Sam McEay propose to organize the clubs in Vancouver and back them in the new league. Mr. McEay intends to have a soccer club to be known as the Maple Leafs, while Mr. Jones will operate the Vancouver team. Both these gentlemen have declared their willingness to finance the teams, and with this end of the league certain it will not be difficult to get Nanaimo and Ladysmith, both hotbeds of soccer, to follow suit. A four-club league with a home schedule for each club of six games would give twelve straight weeks of football both on the island and in Vancouver. When one Vancouver team would be away the other would be at home and when both Vancouver teams were away the other two island teams would also be playing over there, so that the interest would be sustained at both ends all the time.

On Saturday evening next a basketball game will be played between the Y.M.C.A. junior team and the High school boys at the skating rink. Both teams will be strongly represented and a good game will be witnessed. Although juniors they are capable of putting up a classy game.

The Y.M.C.A. senior basketball team leaves on Wednesday, November 24th, for Seattle, where they will play the Sound city five on Thursday evening. A strong line-up is to be sent over and the local boys will try hard to win victory, the first of the basketball season, to this city.

OLD GOLD CIGARETTES Equal in quality to the well-known pipe-tobacco and specially blended for cigarette smoking. TEN FOR TEN CENTS.

CALLING FOR TENDERS FOR TRANSMISSION POLES

Island Power Company Progressing With Jordan River Scheme.

Such excellent progress is being made with the work of installing the plant at Jordan river for the Vancouver Island Power Co., a company subsidiary to the B. C. Electric Railway & Lighting Co., that it is now possible to make preparations for the erection of the poles to carry the high-voltage wires, and steps have been already taken in that direction. A. Richardson, of the purchasing department of the Vancouver Island Power Company, is now calling for tenders for a supply of approximately six hundred cedar telegraph poles. These tenders will be received up to twelve noon of December 1st next, at the company's office, Langley street, where specifications may be seen. A. T. Goward, local manager of the B. C. Electric Railway & Lighting Co., said this morning that this was a favorable period for the cutting of the poles as the sap is now in the trees. They would not, however, be required until the summer, when they would be placed in position. The route for the transmission line has all been located. It follows a line from the city to the city from Jordan river. Notwithstanding the fact that the weather has been very trying, the large number of men at Jordan river have been kept steadily at work, and splendid progress is being made with the under-taking.

CALIFORNIA RUGBY TEAM IS COMING

Arrangements Are Being Made to Have Two Matches Played Here.

Berkeley, Cal., Nov. 15.—Plans are under way for a series of three games between the University of California Rugby fifteen and the Vancouver team in British Columbia next month. It is proposed that the victorious Californians, who defeated the Stanford team Saturday go north and play the first game at Vancouver on Christmas day. The other two games probably will be played at Victoria during the following week. William Umack, Rugby expert, after conferences with other Rugby authorities, to-day announced the following selections for the "All American Rugby team of 1909": Full back, Dwiggins, of California; three-quarters, Watts and Harris, of California, and Holman, of Stanford; five-eights, Elliott, of California, and M. Mitchell, of Stanford; half back, Carl, of California; forwards, Crawford, Cheas, Pemberton and Dole, of Stanford, Jordon and Northcroft, of California, and P. Bennett and Dolman, of the University of Nevada; Reserve backs, Johnson, of California, and Homer, of Nevada; reserve forwards, Pflieger, California, and Thorpe, Stanford.

DECLARES WAR ON STEEL CORPORATION

Federation of Labor Will Try to Unionize Employees of Trust.

Toronto, Ont., Nov. 16.—The American Federation of Labor yesterday declared war on the United States Steel Corporation by adopting a resolution to attempt to unionize the corporation's employees. The resolution seeking to unionize farm laborers advocated by Andrew Furuseth of San Francisco, was practically defeated by being referred to the executive council. W. A. Sexton, of Los Angeles, who opposed the resolution, which was aimed at the raisin pickers and fruit gatherers of California, declared that those that would be mostly affected would be Japanese and Chinese.

GERMAN SHIPPING ON PAYING BASIS

Great Improvement Over Last Year Will Be Shown.

The Frankfurter Zeitung states that the past nine months permit of forming with tolerable certainty an opinion as to the dividends likely to be paid for the complete year. In the first place, it is submitted that the working of the Hamburg-American Company should show results, representing about 550,000 less than in 1907, when a surplus on working of £1,260,000 was obtained. But as the provision for depreciation in 1907 will be higher than in 1907 in order to equalize the diminished allocation to this fund in 1908, it would still be possible to pay a dividend of 5 per cent, as against 6 per cent in 1907, although a distribution of 4 per cent, will probably be proposed. The balance sheet should exhibit tolerable "liquidity," as, with the exception of one item in dispute, all contracts for ships have been settled. There is at present no thought of building new vessels, as more than sufficient freight steamer capacity is available. It is probable that the Hamburg South American Steamship Company will adhere for 1909 to the dividend of 4 per cent, which was paid in 1908. In the case of the Kosmos company, which will look back upon no specially favorable year, the distribution of a dividend is less dependent upon the year's results than in regard to other shipping companies. It is proposed to pay 3 per cent, as contrasted with 3 per cent in 1908.

MONTHLY SERVICE FOR JAPANESE LINE

In Spite of Subsidy Steamers Have Not Paid.

Steamer Kaga Maru, the next of the Nippon Yusen Kaisha line to run to this port, which left Hong Kong, November 9th, will initiate a regular monthly service to this port to take the place of the fortnightly service which has up to recently been maintained by that line. It has been understood that for a long time the line has not been paying, and recently the new freight line to Puget Sound from Japan has made further inroads into the business of the older firm. The Andrew Weir steamers of the Bank Line, which are now calling regularly at this port, are taking their share of the business. The boycott of Japanese goods and Japanese ships by the Chinese hit the Nippon Yusen Kaisha very hard, but the abandoning of the boycott of the Chinese recently made the outlook more hopeful, and it was thought that the full service would be maintained. This is not to be done, however, at any rate until business improves.

ASHCROFT CURLING CLUB.

Ashcroft, Nov. 15.—The annual general meeting of the Ashcroft Curling Club was held last week, a splendid attendance being present. The treasurer, Mr. Sutherland, presented a balance sheet showing a surplus of some \$60. Arrangements were effected with the waterworks company to pay \$15 per month for water. The club is about to enlarge the rink twelve feet on three sides. The increased size of the skating rink will greatly add to the zest of the sport. The officers elected for 1909-10 were: President, D. W. Rowlands, vice-president, John McGillivray; secretary, J. D. Moore (re-elected); treasurer, J. Sutherland (re-elected), and managing committee, Messrs. George Ward, Marcus Bailey and J. W. Burr.

EMLOYERS' LIABILITY LAW.

Washington, D. C., Nov. 16.—The employers' liability law of 1906 was yesterday declared by the Supreme Court of the United States to be constitutional in the Territories of the United States and the District of Columbia, despite the fact that more than a year ago this law was declared to be unconstitutional, when applied to the states.

ANSWERING

(By T. From M. It is to be the Colonist, as prepared to my deductions unanimity prev T. and C.M. for Mann were but position road to ada. and up to necessary to m fighting one a On page elev he publishes in telegrams from that the legal was done by T. until the co with the Man This is the m

"Stewart Tu tors for both Canadian Paci Northern cont ernment was e signed the Ce torship, retain solicitorship, 4 dian Northern (Signed)

Now as to M said he was h of Mr. Mann's Portland Cana he expect the Mr. Mann re connection wi little line of a not employ of the largest pe the Canadian. It is quite pla not drawn up anything but probably "alm mere confirm orig might h C.P.R. official

If my sugre are so outrag organ and th people believe to the followi port's speech in the "What do v organ of the province, the to be on th enough to co to ascertain S views and no strong for th post that if t acquiescent? four at all through the or whether th their plans v amount to th petition wit double-tracke done almost mountains, a can pull off can deal with contract will

MONTHLY SERVICE FOR JAPANESE LINE In Spite of Subsidy Steamers Have Not Paid.

Steamer Kaga Maru, the next of the Nippon Yusen Kaisha line to run to this port, which left Hong Kong, November 9th, will initiate a regular monthly service to this port to take the place of the fortnightly service which has up to recently been maintained by that line. It has been understood that for a long time the line has not been paying, and recently the new freight line to Puget Sound from Japan has made further inroads into the business of the older firm. The Andrew Weir steamers of the Bank Line, which are now calling regularly at this port, are taking their share of the business. The boycott of Japanese goods and Japanese ships by the Chinese hit the Nippon Yusen Kaisha very hard, but the abandoning of the boycott of the Chinese recently made the outlook more hopeful, and it was thought that the full service would be maintained. This is not to be done, however, at any rate until business improves.

Two sket