

START ATER PIPES

COUNCIL TH DISTRIBUTION

be Done Under La-
Improvement
System.

municipality, following the
the water question be-
and the city, has gone
its scheme of distribu-

several meetings, a
tion has been arrived
are being obtained. The
municipality is to con-
sult on questions when-
so that the municipality
very best of advice.

ity is to pay the cost
including 4 inches, in ad-
the cost of a pipe of
move is made necessary
fact that the laying of
be done as a work of
ent. In many instances
may have to be laid, to
reasons. Later these pipes
members of connections
m. Those making the
it then have a pipe of
and will have to bear his
expense, so that the muni-
reimbursed for its ex-

meeting of the Oak
water committee that
in hand made a report,
consisted of Councillors
n), Newton, Noble and
Councillor Pemberton
in the invitation of the
report was as follows:
submitted plans of dis-
comparative prices of
Canadian pipe. Resolved
as follows:

gineer be authorized to
r. Lubbe, sr., on the
distribution system and
se of English rather
pipe.
tem be carried out as a
improvement, it being
the municipality. The
e in the benefit of the
cordingly contribute a
share of the cost.

timating the proportion
as a general rule that
er 4 inches in diameter
pay the cost of such
it exceeds the cost of
sums required by the
waterworks purposes
of advances or other-
by a special waterworks
by a special water rate
on the whole, municipi-

an owner applies to
on with an existing pipe
which he has not par-
connection be granted
from the applicant a
ent by which he under-
for such extension by
improvement along all
his lands, but as he
be required by other
roads.

ISHERY IS UABLE INDUSTRY

nce Gives Some
Information on
staceans.

h 16.—The new commit-
and fisheries got down to
fessor Prince, Domin-
commissioner, submit-
ing information relat-
fisheries. So far as
concerned, the lobster
ranked second in Canada,
rst, with a value of five
while lobsters were val-
over million dollars. After
history of the lobster
ferred a few practical
own from his study and
the lobster fishery. He
that upon breeding
waters might hatch out
is not likely to be suc-
lobsters must be largely
breeding season, and it
able that small lobsters
med to the water and
dredge.

A. K. Maclean, Prof.
fisheries department at
me more effective work
similar department in
one questions regarding
is a good deal of diver-
in the maritime prov-
the best month in the
season, whether lobster
be better that pre-
lobsters, whether a
n without other restric-
the lobster industry,
restricting canning li-
ponds, the size of lob-
exportation of lobsters
to the United States.
expressed the opinion
es industry had grown
essential that there
administrative head to
eries department alone,
ween 700 and 800 can-
nantine provinces. He
why live lobsters should
to Europe, where bet-
get, rather than to the

idea in some quarters
industry was doomed
he did not take them
and lobster grounds that
ed in the world. It
st impossible to exter-
on the Canadian coast.
ing ponds were a val-
revenue.
ated that if only two
ousand young lobsters
table size the supply
up. Though exter-
it to be feared, the
supply would con-
dense, and that press-

SIXTY DAYS' HORSE RACES

VICTORIA COUNTRY CLUB NOW FORMED

Lease Willows Track—May
Have Seven-day Meet in
May.

Sixty days racing will be afforded to
lovers of horses and race-goers in Victo-
ria this summer. For some weeks
past a number of influential men, all
residents of Victoria, have been getting
together to discuss the best purpose to
which the exhibition track at the Wil-
lows can be put, while at the same time
they have had in view the proper con-
trol of all race meets that might be
held there. The outcome of the meet-
ings, at which there were ten men, is
the formation of the Victoria Country
Club which has now secured from the
B. C. Agricultural Society, with the
approval of the city, a twelve month
lease of the Willows track and the first
right to its use for racing for the four
years thereafter. The club consists of
ten members who have subscribed \$50-
000 paid up capital as a foundation for
conducting a summer racing meeting
here to continue over sixty consecutive
days, with six races on the card per
week. The season proper will probably
commence in June after the opening of
the A. Y. P. C. at Seattle and is
thought by the members of the Victo-
ria Country Club will be the biggest
advertisement of the year for Victoria
and be the means of drawing many
hundreds from Seattle.

The men who have formed the Victo-
ria Country Club are Walter Cham-
bers, Michael Carlin, H. G. Wilson, D.
R. Ker, J. E. Miller, George Fraser,
Henry Hemmings, J. P. Sullivan, D. E.
Campbell, Z. M. Hamilton. The object
of the club is to control horse racing
in Victoria for the future and in the
selection of the directors the organizers
have been at it since men who have
will do credit to the club and see that
the races this year are carried out un-
der the strictest rules that govern the
sport.

It is probable that now the applica-
tion of the B. C. Agricultural Society is
granted by the council that the Victo-
ria Country Club will start operations
with a seven-day programme on May
24th.

That there will be no liquor sold on
the ground is a condition of the agree-
ment proposed between the association
and the new club. J. E. Smart, secre-
tary of the association, will act as secre-
tary of the Victoria Country Club, while
the officials will be chosen from
those whose names are mentioned.
Robert Leighton, who will be an of-
ficial, is a name that stands for all
that is clean in horse racing. He has
been connected with Emeryville, Cal.,
and the Meadows, Seattle, while the
other names mentioned on the director-
ate are among the most prominent in
the city. The club is financed by a
large but local money and the propo-
sition has passed the most rigid scrutiny
of the society's officials. Organization
meetings have been held at intervals
during the last few months. Many have
pledged for membership on the director-
ate, but those given are the only ones
that have been allowed to sign up.

The club proposes to make improve-
ments at the track, among which will
be the erection of a membership stand
and a new saddling paddock. Betting
will be either on the totalizer or mu-
tual plan or else by open books, and in
the latter case any person making a
book will be required to make a finan-
cial deposit to the club as a show of
bona fides and his ability to pay losses.
All jockeys riding on the track will
have to be duly registered with the
club.

The matter came before the city
council on Monday on a letter from the
B. C. Agricultural Society asking that
the city assent to the leasing of the
track at a rental of \$60 per day for each
racing day. While granting the use
of the grounds the city passed a resolu-
tion reserving the right to cancel the
lease if anything of an improper nature
was done during any race meet held.
The letter from Secretary Smart read
as follows:

Gentlemen,—The association has had
a proposal made to them by a local
association or club, incorporated un-
der the Companies Acts, asking for the
lease of the grounds, permitting the use
of the race course for such meet-
ings as they may find it possible to
hold for the season of 1906, at a rental
of \$60 per day for each day on which
there is a race meeting, and a
promise that the like privileges shall
be extended to this club in preference to
others at a rental to be agreed for
four years. This involves that if
the council of any future year do
not give their sanction to the holding
of race meetings the privilege is end-
ed.

Our association is to keep the track
watered and in proper repair.
The club propose also to hold fetes
and amateur sports, paying a rental
of not less than 15 per cent. of the
gate and grandstand receipts.
No racing will be held within a
period of twenty days before the open-
ing of any provincial exhibition.
No intoxicating liquors are to be
sold, bartered or given away on the
grounds during the occupation of the
club.

It is stipulated and agreed that
judges and officials employed at race
meetings shall be subject to the ap-
proval of the directors of this asso-
ciation.

The provisions of the public morals
law No. 54 have been brought to
the attention of the club and will be
observed by it.

A right of ingress or egress is re-
served to the corporation officials and
agents, and, of course, to the officers
of this association.

In addition to the payments afore-
said rental will be paid for horses
stabled at the track.

The club desires control and use of
the race track grounds and such plant
as may be required for thirty days
previous and seven days after any race
meeting (for the purpose of prepara-

tion and clearing away) without addi-
tional charge.
The club will give to the association
either in cash or by approved securi-
ty assurance that all the foregoing
sums will be paid and obligations to
this association fulfilled. Furthermore,
the club will give satisfactory assur-
ance against any breach of faith to
the public and persons joining in the
race meeting as to advertised race
purposes or other rewards and liabil-
ities.

The club guarantees that either open
books or the totalized system shall
be operated and the racing and other
sports kept clean and free from criti-
cism.
They also agree to comply with all
requirements of the National Trotting
Association or Pacific Jockey Club by
paying all fees for their meets and
generally to carry out the rules of
those associations.

This association, unless the council
express their disapproval, propose as
a means of making the property re-
venue producing, to grant the privilege
to J. E. SMART.

DIVERTING TRAFFIC FROM NEW YORK

New Haven-C. P. R. Preferential
Rate Creates Trouble
With Trunk Roads.

New Haven, Conn., March 16.—The
conflict of the New York, New Haven &
Hartford Railroad Company with the
trunk line railroad companies over the
New Haven-Canadian Pacific prefer-
ential rate, has reached so acute a stage
that another step of a more positive
character has been taken to effect it
possibly a settlement. The executive
committee of the trunk lines, after
long negotiations with the New Haven
upon the subject, having failed to reach
a conclusion, have appealed to the
trunk line presidents and a meeting of
the latter has been called to consider
the whole situation. It will be held in
New York at 11 a.m. on Thursday.

Several months ago the New York,
New Haven & Hartford road entered
into a new arrangement with the Cana-
dian Pacific Company for all rail busi-
ness by which there was established
the same preferential as those of Bos-
ton and Maine in Northern New Eng-
land, of the Grand Trunk line, via its
New London water connections, and
the southern coastwise water and rail
routes. With its new all-rail connections
with the west, via the Canadian
Pacific, the New Haven company has
been able to divert a considerable
amount of freight from the lower part
of its system and New York city,
which formerly was served by other routes.
As a result of this situation the trunk
lines have claimed that there has been
considerable disturbance of traffic, and
much more serious trouble is threaten-
ed.

IMPROVEMENT OF
THE INNER HARBOR

T. C. Sorby Outlines Plans of
Association—Considerable
Progress Made.

In response to a request for a sum-
mary of the plan of the Inner Harbor
Association in the matter of harbor im-
provement, T. C. Sorby, the secretary
of that association, has handed in the
following:

The federal government has already
made considerable progress in the deep-
ening and general improvement of the
harbor of Victoria, according to a well
defined plan prepared by the Inner
Harbor Association.

This provides for the removal of all
rocks and obstructions to free
navigation from the entrance between
the outer wharf and Macaulay point to
the railway bridge, to a minimum of
twenty feet deep at low water, and
dredging the basin above the railway
bridge to twenty-five feet deep at low
water. The Ajax and drill both are
fully occupied below the bridge, and
the Mudrak finds congenial and steady
work in the basin.

To meet the urgent demand of coal
bunkers for the ever-growing fleet of
steamers frequenting the port, the Inner
Harbor Association has put forward
a scheme for a cut and ship canal
from a point between Hospital and
Songhees point and the railway bridge
along the line of the low valley and
estuary that opens into the basin or
upper harbor at the side of Turpel's
ways. This would be an open dock or
canal, about 250 feet wide and twenty-
five feet deep at low water, in point of
capacity something like the celebrated
Manchester ship canal, with broad
quays or wharves on either side raised
six feet or so above high water level by
the material excavated from the cut,
faced with massive concrete revetment
walls. The railway would be carried
over the canal by a quick opening vas-
cule bridge with clear central opening
of 150 feet, the rails being about twenty-
nine feet above ordinary high water
level. A similar style of bridge would
carry the roadway across the canal
further accommodation of traffic in-
clude the railway on the south
side of the railway would lead to the
coal bunkers running between Hospital
point and the present trestle; three ves-
sels could berth alongside this section
of the canal, or when not under way
direct from the cars or from fixed bun-
kers. Further accommodation could be
provided by a similar spur on the north
side of the trestle if required.

The railway Act, section 10, gives
powers to any railway company to
"take lands, without consent of the
owner," "for stations, depots and yards
with freight sheds, warehouses,
wharves, elevators and other structures
for the accommodation of traffic in-
clude thereto not exceeding one mile in
length by five hundred feet in breadth,
including the right-of-way." Section
138 allows this to be extended by per-
mission of the railway commission, and
section 138 deals with Indian re-
serves. It would seem that if the C.
P. R. or any other railway having
running powers, saw its way to move in
the direction of the proposed canal,
removal of the Indians from this part
of the reserve could be brought within
measurable distance.

FUTURE OF THE INTERCOLONIAL

NECESSITY OF MORE VIGOROUS POLICY

Government May Take Over
Branch Lines in Maritime
Provinces.

Ottawa, March 16.—Hon. G. P. Gram-
ham, in making his annual statement
on the Intercolonial in the Commons
this afternoon, said the road showed
a surplus for the last fiscal year of
\$16,000, but owing to a falling off of
revenue common to all the railways of
the continent during the current fiscal
year, there would be a considerable
deficit to report when he came to bal-
ance up the accounts for the year.

In referring to the future of the
road, he said, the government realized
the necessity of a more vigorous policy
of development and if branch lines in
the maritime provinces were taken over
by the government road, then the
question of having them amalgamated
and of having the system centralized
under one strong management would
have to be worked out.

SWANSON TO WRESTLE HINDU.

Nainamo Man Accepts Challenge
Issued by Former Opponent.

Nainamo, March 15.—It is announced
to-day that Sinc Swanson has been
matched again with the Hindu, Gurdit
Singh, Gurdit is at present working at
South Wellington, and recently he
was defeated by Swanson. Bala
Singh, spokesman and manager of the
Hindus, challenged either Bob or Sinc
Swanson before he left the club that
night. Since then they have been
to the club in force, and announced
that if the club had no more wrestlers
they had some runners and jumpers
whom they would match to meet any-
thing the club could produce. Swanson
has again agreed to a take on his
former opponent.

FRIEND OF DUMB ANIMALS DIES AT BOSTON

Boston, Mass., March 16.—George
Thompson Angell, the "Friend of
Dumb Animals," as the veteran leader
in the Humane Educational movement
in the United States was called, died
to-day, aged 86 years.

In 1896 after seeing two horses run
to death in a race he became interested
in humane work for dumb animals, and
prompted by the action of Henry
Bergh, who in that year started the
New York Society for the Prevention
of Cruelty to Animals, Mr. Angell es-
tablished the publication "Our Dumb
Animals." Since that time he has been
actively engaged in the interest of his
chosen life work. He travelled nearly
all times throughout the United States
and in scores of other countries in pur-
sue of that work and caused to be
established more than seventy thou-
sand "Bands of Mercy" in America and
England.

NAVAL ARCHITECTURE.

J. K. Rebbeck Read Interesting Paper
at Meeting of Natural History Society.

At the regular meeting of the Nat-
ural History Society held in the Car-
negie Library building on Monday, an
interesting paper was read by J. K.
Rebbeck, on Naval Architecture. He
traced the growth of the art since the
earliest days, showing that the boats
used by the Vikings, Lelf and Bjorn,
were little better than the row-boats
of about fifty tons displacement. The
galley was displaced with the advent
of the gun and last of all came the
steamer.

After dealing with the growth of the
steamer, especially of the war vessel,
Mr. Rebbeck came down to modern
times. He gave it as his opinion that
in the battle of Yalu several Russian
men-of-war were sunk by gun fire.
These vessels were known to have been
over-loaded with quantities of coal
stowed upon the decks. Whatever sta-
bility they possessed was in this con-
siderably reduced. These vessels were
believed and also had protective decks
laid down. The water once getting on these
decks would add to the instability to such
an extent that they would capsize. It
was generally agreed that this was
the way in which they sank.

FRIHLING DREDGE IS BEING TESTED

At Work in Harbor Previous to
Government Taking Over
Vessel.

(From Tuesday's Daily.)
John Reid, president of the Frihling
Dredge Company of New York, and E.
Ewig, his engineer, yesterday made an
examination of the hull of the new
dredge in company with G. A. Keefe,
Dominion government resident en-
gineer, who is acting on behalf of his
government in the matter. This after-
noon the dredge is being put to a prac-
tical test, doing some work in the har-
bor previous to being taken over. The
captain and staff of men will remain
for a short time on the dredge until the
new staff has been broken in to the
work.

Speaking of the result of the exami-
nation yesterday, Mr. Reid said that the
vessel had been thoroughly examined
very well. There was practically no
injury to her anywhere, except a few
chips off the propeller blade. This he
considered a fine record for a journey
of 15,000 miles.

The hull has now been painted, and
the whole machine is in first class con-
dition.

AUSTRIA "INTENDS" TO OCCUPY BELGRADE

Paris, March 16.—The news-
paper La Liberte says to-day it
has learned from a reliable
source that the Austrian gov-
ernment for three days past
has been making preparations
to occupy Belgrade, the capital
of Serbia, as the only way to
bring about a solution of the
present situation.

NECESSITY FOR TARIFF REFORM

Taft Gives Reason
FOR SPECIAL SESSION

Fiscal Deficit of U. S. A. for
Current Year Is
\$100,000,000.

Washington, D. C., March 16.—Presi-
dent Taft's message to congress to-day
follows:
"To the Senate and House of Repre-
sentatives:
I have convened the congress in this
extra session in order to enable it to
give immediate consideration to the
revision of the Dingley Tariff Act. Con-
ditions affecting production, manufac-
ture and business generally, have so
changed in the last twelve years as to
require a readjustment and revision of
the important duties imposed by that
act. More than this, the present tariff
act, with the other sources of govern-
ment revenue, does not furnish income
enough to pay the authorized expendi-
tures. By July 1st next the excess of
expenses over receipts in the current
fiscal year will equal \$100,000,000.

"The successful party in the late elec-
tion is pledged to a revision of the
tariff. The country and business com-
munity especially expect it. The pros-
pect of a change in the rates of import
duties always causes a suspension or
halt in business because of the uncer-
tainty of its effect. It is, therefore, of
the highest importance that the new bill
should be agreed upon and passed with
as much speed as possible, consistent
with its due and thorough considera-
tion. For these reasons I have deemed
the present to be an extraordinary oc-
casion, within the meaning of the con-
stitution, justifying and requiring the
calling of an extra session.

"In my inaugural address I stated in
a summary way the principles upon
which in my judgment the revision of
the tariff should proceed, and indicated
at least one new source of revenue
that might be properly resorted to in
order to avoid a fiscal deficit. It is not
necessary for me to repeat what I then
said. I venture to suggest that the vital
business interests of the country re-
quire that the attention of the congress
in this session be chiefly devoted to the
consideration of the new tariff bill, and
that the less time given to other sub-
jects of legislation in this session, the
better for the country.

"(Signed) WM. D. TAFT."
"The White House."
To introduce New Bill.

The new tariff bill will be introduced
to-morrow, the delay in its presentation
being to secure the approval of a new
majority member on the ways and
means committee, whom the speaker
will appoint to succeed Mr. Bonyne,
of Colorado, whose term has expired.

FIFTY-NINE YEARS

RESIDENCE HERE

Anniversary of Landing of
First Emigrants at
Esquimalt.

(From Tuesday's Daily.)
To-day is the fifty-ninth anniversary
of the arrival at Esquimalt of the
British emigrants who reached
Vancouver Island after the Hudson's
Bay Company had taken it over. They
arrived here by the sailing ship Nor-
man Morrison, under the command of
Capt. Wishart.

Hon. J. S. Helmcken was one of
those who then arrived here, having
accepted the appointment to the po-
sition of doctor on Vancouver island
from the company. He is one of the
four survivors of the 80 persons who
landed at Esquimalt from the Nor-
man Morrison. The others are George
Richardson and Messrs. Fish and
Sims.

FEELING AROUSED BY CUT IN IRON WAGES

Reading, Pa., March 16.—The dele-
gates to the eastern district of the
Amalgamated Iron, Steel and Tin
Workers' Association held another
meeting to-day and wound up their
business by deciding against ac-
cepting the reduction in wages of
12,000 iron workers, recently an-
nounced by the manufacturers in the
district. James B. Mincher, vice-
president of the eastern division of
Amalgamated Association, said after
adjournment:

"From reports of delegates we find
that the unorganized as well as the
organized iron workers are clamor-
ing against the proposed reduction.
Market conditions do not warrant a
cut in wages."

—William Blakemore, of Belcher
street, has received the sad news of
the death Monday at Nelson E. C.
of his eldest daughter, Mrs. E. H.
Ley, after a short illness.

MILLION DOLLAR LUMBER DEAL

AMERICANS PURCHASE JORDAN RIVER LIMITS

Shipping Operations to Com-
mence at Once From Area
Rich in Timber.

The Jordan River Lumber Company,
holding 32,000 acres of the best timber
land on Vancouver Island, has been
purchased by Michigan and Seattle
capitalists, and will henceforth be
known as the Michigan Pacific Lumber
Company. The amount involved in the
deal was \$1,000,000.

The new company intends opening
up operations at once, and will com-
mence shipping next month. Some 150
men will be employed.
The 32,000 acres of land at Jordan
river contain, it is estimated, two
billion and a half feet of lumber. A
railway, a mile and half in length,
running to tide water, has been con-
structed. The land contains fir, spruce
and cedar of the very highest quality,
and already markets for the logs have
been secured by the new company. The
logs have been purchased, and will
be utilized for towing operations.

There is every indication that the en-
suing summer will see a brisk business
in timber. Many sections of Vancouver
Island, and particularly that in the
Jordan River area, contain the richest
timber on the Pacific Coast. Within a
very short time the logging camps on
both east and west coasts will be in
full swing, and authorities state that
the market for timber will be better
than ever this coming season.

The Jordan River Lumber Company
had been closed down for over a year
prior to its purchase, but work will
commence again immediately, and al-
ready a number of men have left to put
the plant in thorough repair. J. H.
Moore, of Seattle, will be the manager
of the Michigan Pacific Company, and
J. D. Lutz, who has had twenty years'
experience in logging operations on this
coast, will act as assistant manager
and secretary.

LILLOOET LEAVES SOON FOR NORTHERN WATERS

Two Parties Will Take Sound-
ings Under Direction of
Captain Musgrave.

Steamer Lillooet will leave for the
North to engage in her summer work,
probably about Monday of next week.
Preparations had been made to get
away earlier, but there was a little de-
lay in having the boilers stoked so that
the vessel will not be ready until Mon-
day at the earliest.

The government steamer will go first
of all to Coal Harbor, where she will
survey the entrance. As soon as that is
completed she will go to Dixon en-
trance and complete the deep sound-
ings. While this work is being done by
the steamer a camping party will com-
plete the work between Granville chan-
nel, on the south, and the northern part
of Kennedy on the north, thus connect-
ing up the work which has already
been completed.

During the winter Capt. Musgrave,
and a staff of employees, have been engaged in the deep sound-
ings in practical shape in the way of
charts. This being done they are off
once more, and expect to have a big
summer's work.

COUNTY COURT.

Richards vs. Prior & Co. Is Being
Heard To-day Before Judge
Howay.

(From Tuesday's Daily.)
In the county court to-day the case
of Richards vs. Prior & Co. is being
heard before Judge Howay, of New
Westminster, who is acting on the re-
quest of Judge Campbell. The case
is one in which the plaintiff, a farmer
of Cadboro Bay, sues E. G. Prior &
Co. on the ground that a small coal
oil engine of 5 horsepower, which was
sold him was not effective.

The taking of the evidence will oc-
cure several days. A. J. Keith appears
for the plaintiff, and A. E. McPhillips,
K. C., for the defendant.

STEAMER NEWINGTON FOR GOVERNMENT WORK

Capt. Gaudin Leaves for West-
minster To-morrow to Take
Over Vessel.

(From Tuesday's Daily.)
Steamer Newington has been purchased
by the Department of Marine as a light-
house tender to be in connection with
the derrick scow recently built in Van-
couver for the heavy buoy tender.
Captain Gaudin will leave for New
Westminster to-morrow in connection
with the transaction.

The Newington was used during the
cold snap last winter for keeping the
Fraser river free from ice. She is a ves-
sel of 115 feet in length, 21 feet beam,
and 13 feet deep, with a gross tonnage of 35
tons. She is just suited for the work she
will have to do. She is about the same size
as the tug Nanosco, which was built by
the B. C. Marine Railway Co. for the
P. R. at a cost of \$80,000. The cost to the
department for her is said to be \$37,000.
She is 115 feet in length, 21 feet beam,
and 13 feet deep, with a gross tonnage of 35
tons.

For a long time the officials of the
marine department on this coast have
felt the need of some steamer other than
the Quadra to aid in the work of keeping
the large number of aids to navigation in
proper working order. Various steamers
have been chartered from time to time,
but it is thought now that the two steam-
ers will do all of the work unless it is on
an occasion of special need.

LONSDALE SAILED.

Steamer Left To-day at Noon for
Mexico—Georgia Due on 23rd.

(From Tuesday's Daily.)
There were difficulties aboard the
steamer Lonsdale this morning before
she got away at noon. When the
steamer arrived a short time ago the
engineers and some of the other offi-
cers expressed dissatisfaction. This
morning this seems to have come to
a head, with the result that the steam-
er sailed without a purser and with-
out her former chief engineer.

The Lonsdale, which arrived in port
last evening, had a good cargo of
about 3,500 tons. Of this, 2,100 tons
was wheat, 300 tons barley and there
was also 350,000 feet of lumber, all of
which was bound for interior Mex-
ico via Manzanillo. Six passengers also
took passage south on the steamer.
L. C. Smith, the general freight
agent of the company, came over to
clear the liner. He states that the
Georgia is expected to arrive on the
23rd with 500 tons of European cargo.

Before leaving Vancouver the Lons-
dale underwent extensive repairs to
her boilers, which are now in good
shape.

LACROSSE MEN AT ANNUAL MEETING

Culb Officers for Year and Del-
egates to B. C. A. L. A.
Selected.

Victoria Lacrosse Club met Monday
night at the Sir William Wallace hall,
Broad street, and held the annual elec-
tion of officers which resulted as fol-
lows: Hon. president, Hon. R. McBride;
hon. vice-president, W. E. Ditchburn;
president, Foster Macgurn; first vice-
president, Alex. Monteith; second vice-
president, Skene Lowe; third vice-
president, H. Dallas Helmecken; hon.
treasurer, A. E. Sargison; hon. secre-
tary, John P. Sweeney; executive com-
mittee, A. B. McDonald, Leo Sweeney,
Duncan Campbell and Charles H. Mas-
on.

Delegates were elected to attend the
B. C. A. L. A. convention at New West-
minster on March 27th. They were:
Leo Sweeney, Foster Macgurn and