

OF BLOODSHED

KILLED WY WOUNDED

Reported to Be Are Guarding Lodz.

Advices from situation there continuous con- and the streets, have been killed, others wounded.

A few factories resume work return of some majority of the still out, and to prevent work- their employment, the factories, and contents to enter, ported.

Incidents occurred be- strikers at the latter sought returning to work. in were killed, 5 wounded.

CENTRAL

of the C. P. R. nite to Say ne.

Reports have ap- from time to British Columbia, line from Golden Kootenay Cen- with the Crow's P. R., but no de- until the past artil were found under the direction

ertaining, if pos- of the C. P. R. project, a re- vice-president R. Whyte would company had not out building such it would be pre- agricultural, min- sources of the a valleys, and a connection from Nest line.

"The settlers, pressing for this someone, and would be justified. The cost would be to find out at, it would pay if built. The Indians, but e confident, and e to report on the tant traffic. We way requirements is hard to say if us to include this name."

EVOLUTION

ire-Slav Liberty nized in o. a stirring meet- organized to aid revolution, which in the Austrian us were present. stitutionary address aia Pavlica, a parliament from completed his ad- organizations berty Federation" the plan to spread other American arica made an ing of the finan- been committed, to the people pre- a blow immedi- contract be- nations could be

DEATH

Heart failure, said by tants from ible school of the death of Joseph two others, failed to the succeeding the succeeding annoyed by his nates. He fell after underco- me, but was re- the room. The fellow again physician was ced the boy dead

ESCAPE

A miraculous of the crew of the C. P. R. No. this morning, at est of Port Port- rowing ten cars ment, trining two million and tearing the. No one was rt. The accident cause by a did not leave the reported cleared at

HAM YOUNG

Lady Young, the formon church, is Young was born was married to a in 1848, coming rearer.

APPOINTMENT OF MR. JUSTICE KILLAM

IS NEW CHAIRMAN OF RAILWAY COMMISSION

Bill to Amend the Seamen's Act Read a First Time—Question of Lumber Duty.

On Monday, Feb. 6.—The order-in-council appointing Mr. Justice Killam chairman of the railway commission was signed to-day. Mr. Killam will take charge to-morrow. He had a conference to-day with Professor Mills regarding the western cases which Hon. Mr. Blair had but which were not disposed of. Mr. Killam joins with Professor Mills in giving judgment in these cases, this will not entail their being heard again. Mr. Killam is considering this.

Question of Successor. Chief Justice Hunter, of British Columbia, was spoken highly of as a successor to Mr. Justice Killam. He was court bench, but an Ontario man will be selected. The appointment will likely be put through to-morrow.

The Seamen's Act. Hon. R. Prefontaine's bill to amend the Seamen's Act was introduced and read for a first time to-day. This affects British Columbia. The bill was changed so as to make it easier to get seamen at Victoria and Vancouver.

Opposition Leader. R. L. Borden's election certificate was read in the House to-day, and Mr. Borden will be introduced to-morrow.

Lumber Delegates. A lumber delegation will be here to-night from Toronto and will wait to-morrow at 1 o'clock on the government to ask for a duty of \$2 on lumber, as asked for by British Columbia mills. The Ontario Lumber Association is supporting this duty.

The Halibut Fishery. In the House to-day Wm. Sloan, of Comox-Adlin, inquired if the government had any information as to whether American companies engaged in halibut fishing are encroaching in water under the jurisdiction of this government on the Pacific Coast, and if any steps were taken to secure control of Hecate Straits. The minister of marine and fisheries answered that reports of encroachments had reached the department, and every effort had been made to protect Canadian fisheries on the Pacific Coast, especially since the commissioning of the Kestrel. The claim to territorial jurisdiction in Hecate Straits has formed the subject of some diplomatic correspondence, and at present is in an unsettled state.

To Join Delegation. R. P. MacLennan, of Vancouver, has arrived to-day to join the lumber delegation.

THE ARGENTINE REVOLT.

Leaders Offer to Submit If Their Lives Are Spared—President Demands Unconditional Surrender. Buenos Ayres, Feb. 6.—Col. Caizaca has started for Corioba with 500 government troops. It is stated that Col. Delacruz, commanding the artillery there, has been killed, and that the leaders of the insurrection at Corioba have offered to submit on condition that their lives be spared. President Quintana has replied, however, that the surrender must be unconditional, and that the courts will decide the fate of the revolutionists. The transport Santa Cruz has sailed from the outer harbor with political prisoners.

THE COLD SNAP.

No Prospect of Any Change in the States. Washington, D. C., Feb. 6.—The weather bureau announced to-day that the outlook is for continued cold weather over a large part of the United States. Zero weather extends as far south as Oklahoma, and the makers report 20 to 30 degrees below zero this morning. The coldest point shown by the official reports is Valentine, Neb., which registered 32 below. The snowstorm which swept yesterday morning in the lower Mississippi valley states has travelled rapidly northward, and is now on the New England coast and the Maritime provinces, passing out to sea. An unusually heavy precipitation of rain has occurred through New Mexico, Arizona and Southern California for some days.

While the coal snap continues undiminished in the north and the Missouri valley, there are signs of moderation in Assiniboia. The forecasts are for continued cold in New England and the lower lake regions, and eastern New York, with somewhat lower temperatures predicted for southern districts Tuesday.

The weather has cleared here, but continues cold.

BIG CONTRACTS.

Report That Chematna Mills Will Ship Thirty Million Feet of Lumber to Territories. Ladysmith, Feb. 6.—It is reported here, on what seems good authority, that the Victoria Lumbering & Manufacturing Co., of Chematna, have already contracts on foot for supplying not less than thirty million feet of lumber to points in the Territories during the present year. The magnitude of this amount of lumber may be appreciated when it is considered that it means no less than fifteen hundred carloads, or a daily shipment of nearly 85,000 feet off.

The Chematna mills have on hand a large number of logs, and the sending of this immense amount of lumber will keep the big capacity plant busy, cutting some 200,000 feet of lumber a day. This output for the Territories will equal what the mills now annually shipped by water to foreign ports, and their rail shipments being in addition from twelve to fifteen million feet.

ROSSLAND OUTPUT.

More Than Six Thousand Six Hundred Tons Shipped Last Week. Rossland, B. C., Feb. 4.—The shipments of ore from the Rossland mines continue to be of a satisfactory size, amounting at last of 6,990 tons for the week ending this evening, and the outlook is that from now on there will be a material increase in the weekly tonnage extracted.

The leading feature of the week was the location of the diamond drill of a 17-foot ore chute on the intermediate level of the Jumbo mine. The chute is only a short distance from where the diamond drill boring began, and the management of the mine has been compelled to close down its mill on account of shortage of water. The first general thaw, however, will restart the water flowing with more volume in the streams, and then the mill will resume operations. The shut down therefore will be of short duration.

The tonnage of ore shipped from and crushed at the Rossland mines for the year to date was as follows: Le Roi, 2,700 tons; Centre Star, 1,850 tons; W. Eagle, 1,820 tons; Le Roi, No. 2, 175 tons; Spitzee, 270 tons; Jumbo, 300 tons; White Bear, 125 tons; White Bear (consolidated), 150 tons; total for the week, 6,990 tons, and total to date for the year, 32,231 tons.

The Silver-Lead Miners' Association of British Columbia, which met Monday at Nelson, B. C., will submit to the province a request that the present tax of 2 per cent. on the smelter proceeds of ore mined in the province be changed to a tax of one-half of 1 per cent. on the gross value. It is estimated that the proposed law would have produced \$75,000 in tax in 1904, instead of \$66,000, produced under the operation of the 2 per cent. law.

ATHLETE INJURED.

Gus Guerrero Knocked Down by a Cab—Is in a Critical Condition. New York, Feb. 6.—In attempting to cross Broadway at 6th street last evening, Gus Guerrero, a well-known athlete and holder of several long distance running records, was knocked down by a cab, and suffered internal injuries which will probably prove fatal, says the Herald.

The driver of the cab saw Guerrero, but because of the slippery pavement, was unable to check his horse in time, and an ambulance took Guerrero to the Roosevelt hospital, where his condition at a late hour last night was precarious. Guerrero is one of the best known pedestrians who made six mile races in Madison Square garden. He ran third to Albert and Herty when the six-day record, which had long stood at 610 miles, was pushed up to 621 miles.

BODY UNDER ROCKS.

Ogden, Utah, Feb. 6.—Buried beneath a pile of rocks in a secluded spot near Lake Mountain, 14 miles west of here, with the back of his head crushed and otherwise mutilated, the body of a man supposed to be Enoch D. Jenkins was turned inside out, indicating that murder and robbery had been committed. In the coat pockets of the dead man were found citizen papers issued at Clear Creek, Col., in the name of Enoch D. Jenkins, and a cheque for \$90 paid to a dentist in Denver. A Southern Pacific envelope, addressed to Mr. E. N. Jenkins, Poisons, was also found. The dead man was apparently between 40 and 45 years of age, and well dressed. The left ear was missing, and the right and left hands were badly chewed, presumably by wild animals.

DIED FROM EXPOSURE.

Vancouver, Feb. 6.—John McLaren, aged 24, son of David McLaren, Ottawa, and nephew of J. B. McLaren, died on Monday night as a result of exposure in the waters of Burrard Inlet. With two companions he started on a shooting trip, and their canoe was within 100 feet of the shore when it was upset. McLaren refused to accept the advice to swim ashore, and tried to tow the canoe. The result was the tide carried him into the channel. An hour and a half later he was rescued, but expired from exposure.

JULIET'S HOUSE.

New York, Feb. 6.—A Verona, Italy, dispatch to the Herald relates that the historic house where, according to tradition, Juliet took when she was wooed by Romeo, is in danger of collapse. The walls are cracked and repairs are being made, but it is feared that the house is doomed.

BACK FROM OTTAWA.

R. Hall, M. P. P., Returned Sunday Evening From the East. Richard Hall, M. P. P., who went to Ottawa a few weeks ago to represent the salmon interests of Vancouver Island, returned from the East Sunday. In the Dominion capital he held a number of interviews with Hon. R. Prefontaine, minister of marine and fisheries, urging upon him the claims of the canners of this Island. The latter saw the force of the local representative's arguments, but Saturday fell upon his shoulders, he has shown himself a worthy successor of that fine old naturalist, and an inspection of the museum proves that the standard of excellence, one might almost say, perfection, established by the late curator is being ably maintained by Mr. Kermod.

NITRO-GLYCERINE EXPLODES.

Montpelier, Ind. Feb. 4.—By the explosion of 2,250 quarts of nitro-glycerine to-day in one of the magazines of the American Glycerine Company, three miles north of here, two of the company's employees were seriously injured, and will probably recover. The explosion was heard a distance of 50 miles away at Erie City. Another President Dead. Clarinda, Iowa, Feb. 4.—Frank W. Parish, for the past twenty years president of the Clarinda National Bank and a prominent Grand Army man, died Sunday here, aged 69 years.

LOCAL VIEWS OF GENERAL INTEREST

CHINATOWN IN MIDST OF ANNUAL HOLIDAY

Sons of the Orient as Hosts—Subject of Renaming Streets Again Before City Council.

All roads lead to Chinatown these days. The formidable barrier of racial prejudice for the nonce is seemingly swept away, and Occidentals fall over one another in their eagerness to wish the stolid son of the Orient the compliments of the season. This is the one climacterical period of the local Chinese population, in other words their turn at the bat. If they wish they can lock their doors to all but their own countrymen, and administer the richest kind of a snub to the visitors who never include them on their calling list at any other period of the year. On the contrary, however, the Chinese, especially the merchants are nothing if not hospitable, a fact that was attested by the gracious receptions they accord the visitors. Candies, nuts, cigars, gin, wine, whiskey, and even champagne are dispensed by some of the wealthier Chinese, whose homes and pieces of business are ornamented with a conspicuous display of Oriental and spectacularly effective. The occupants are attired in striking and gorgeous harmony with the decorative display, some of the raiment being as brilliant as a rainbow on a dark day.

The less fortunate bread winners, the coolies, "the heavers of wood and drawers of water," take the holiday pretty easily, like the natural stoics they are. To them there is nothing good and nothing bad about it, so they just let it slide after a few perfunctory calls among their kind, and an economical indulgence in some of the delicacies of the season. Where there is a dollar to be made they are right in for it, and it would make no difference even if Confucius or one of those terrible deities enshrined in the Joss Houses were to appear and peremptorily order the suspension of business while the festivities are in progress.

The somewhat ancient, but always burning, question of "street naming reform" has been again precipitated into the arena of public controversy by Ald. Hanna. There is certainly a handsome opportunity for a reformation along this line, and it is to be hoped that a few at least of the anomalies now existing will be removed. A list of the streets which he had been interviewed by a number of citizens on the subject, who endorsed the step announced by him as a move in the right direction. Unquestionably it always has been a matter of regret that the streets of this city are in the right direction, but it never came to a head. Some time ago a committee of the council drew up a list of new names, which were incorporated in a by-law, but the matter went no further. The council also discussed the advisability of improving the house numbering system, allowing a certain division of numbers per block. But this movement also fell by the wayside. The year is yet young, and it is quite probable that before long a goodly number of streets will be designated much more satisfactorily than they are now.

It was amusing to listen to the street corners, which were crowded with people in the Times that the C. P. R. was negotiating for the purchase of the E. & N. railway. Of course those who took the line in the right direction, and who were negotiating for the purchase of the E. & N. railway, of course those who took the line in the right direction, and who were negotiating for the purchase of the E. & N. railway, of course those who took the line in the right direction, and who were negotiating for the purchase of the E. & N. railway.

THE TRIALS OF A RAILWAY TERMINUS.

To the Editor.—The rumored purchase of the E. & N. railway by the C. P. R. Company and the probable quickening of Esquimalt into the life for which it seemed destined by nature, recalls to memory a long forgotten story. Nearly 33 years ago this little hamlet loomed large in the horizon—British Columbia had decided to throw in her lot with the Canadian confederation, and in the Terms of Union between the crown colony and the government of Canada the principal condition was that the Dominion should be a railway from the Atlantic to the seaboard of the Pacific.

Nothing was said in the Terms of Union about Esquimalt being the terminus, as is popularly supposed. In 1872 the railway act, as a preliminary step to carrying out the Terms of Union, was passed by the House of Commons, and the government took the power in it to declare by order-in-council where the terminus of the proposed road should be. Accordingly, under that power, by an order-in-council of June, 1873, Esquimalt was declared to be the terminus. At the same time the Dominion government requested the province to make a reservation of land for railway purposes, and the provincial government accordingly reserved a strip of land from Esquimalt to Soyaux, being about 1800 feet in length by 20 miles in width. It is interesting to note that the government of Sir John Macdonald was in power at Ottawa at this time, while that of British Columbia was in the hands of Hon. Mr. DeCesno, premier; Hon. Robt. Beaven, commissioner of lands and works; Hon. Anthony Walkem, attorney-general; Dr. Ash, provincial secretary, and Mr. Armstrong, minister of finance. A resolute committee which fought with a single eye for the best interests of the province.

For the present it is well to pass the bitter fight which now commenced over the nonfulfillment of the Terms of Union on the part of Canada, and simply to note briefly for the purposes of comparison with the success of the Dominion railway terminus. As has been stated, it had been declared to be such by the Macdonald government, which approved, went out in power in the latter part of 1873, and the government of Alex. Mackenzie came in. The Mackenzie government while in office cancelled the order-in-council making Esquimalt the terminus, and declared that it should be at Port Moody, notwithstanding that there was no statute authorizing the substitution of one place for the other. Prior to this, however, in Cariboo has been very similar to that of the year previous. The production has been between \$300,000 and \$400,000, which is very close to that of 1903. The same companies have been at work in the local territory, and a slightly better supply of water, which worked to the advantage of the corporations. The individual miners, like Flynn Bros., on Mosquito creek, have had a very good year. Mr. Jones has a number of amendments to the Mining act which he will press upon the legislature. These are all intended to remove disabilities under which the prospector at the present time works.

PERSONAL

Harry Jones, M. P. P. of Cariboo, has arrived here for the opening of the House on Thursday. Mr. Jones says that the past season in Cariboo has been very similar to that of the year previous. The production has been between \$300,000 and \$400,000, which is very close to that of 1903. The same companies have been at work in the local territory, and a slightly better supply of water, which worked to the advantage of the corporations. The individual miners, like Flynn Bros., on Mosquito creek, have had a very good year. Mr. Jones has a number of amendments to the Mining act which he will press upon the legislature. These are all intended to remove disabilities under which the prospector at the present time works.

THREE DEATHS.

Former Vice-President of Grand Trunk Railway Passed Away in London—Bank President Dead. London, Feb. 4.—Joseph Price, formerly vice-president of the Grand Trunk Railway, and who was connected with railroads in the United States, died in London to-day of paralysis.

DROPPED DEAD.

Columbus, Ohio, Feb. 4.—Major P. W. Goodspeed, president of the Commercial National Bank, and a prominent Grand Army man, dropped dead to-day, aged 62 years.

ANOTHER PRESIDENT DEAD.

Clarinda, Iowa, Feb. 4.—Frank W. Parish, for the past twenty years president of the Clarinda National Bank and a prominent Grand Army man, died Sunday here, aged 69 years.

AUTOMOBILE DEPOT.

Plant For Repairing of These Machines to Be Started By Messrs. Hutchison. Messrs. Robert & D. C. Hutchison are completing arrangements for establishing in this city a general automobile depot. Machinery has been ordered from the McGregor-Goulety Machine Tool Company, Toronto, general in express that a decision will be reached to-day with regard to a suitable building for the plant. The firm will act as general agents for the celebrated Oldsmobile, also for the "Truscott engines" for launches. While not intending to go in for the manufacture of automobiles, the firm will have a plant almost equal to the requirements of such a business if they desire to undertake it, and will be in a position to carry out any kind of repair work. Heretofore there has been trouble in the charging of electric motors in local use, and this, it is claimed, prompted the present general in express that a decision will be reached to-day with regard to a suitable building for the plant. 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